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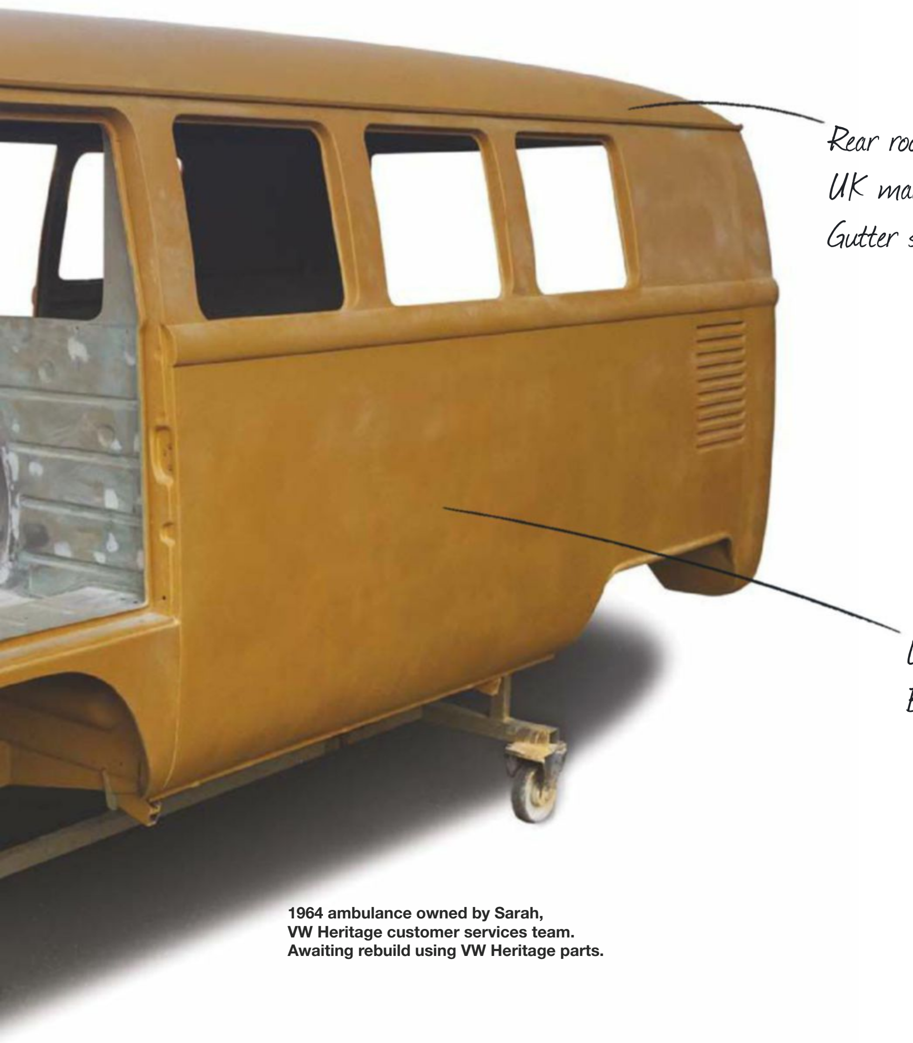

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WELCOME TO THE MAG

It's fair to say that a great many of my friends and family have always thought I'm a bit odd. Not for any other reason (I think) than my predilection for old VWs. My mum and dad set me on the path to righteousness when they bought me my first Beetle when I was 16. I passed my test when I was 17 and have owned one air-cooled VW or another ever since. That's 24 years, man and boy! So, despite what some people may think, I'm into these things and have been for over half my life.

Talking of my first car, it came from some old Ukranian neighbours and, as a six-year-old boy, I can remember Stefan turning up from time to time with these odd-sounding cars with the engine in the boot. He had a thing for Type 3s and I'd see them arrive one day, and the next they'd have no wings on them. I used to think this was a bit odd, but I now realise he was dealing with rust issues.

Why the trip down memory lane? Turn to p14 and you'll find Robert Richmond-Jones' story. It got me thinking how left of field driving an air-cooled VW used to be, especially in a country that was still recovering from WWII. Last month's VW Icons pressed the point home when it revealed how new examples coming into UK docks were often vandalised, and how a drunkard from the Bath Club yelled "Damned traitor!" at the MD of VW Motors UK Ltd.

Air-cooled VWs were like nothing else when new (and still aren't) and this helps explain why there are so few RHD Split and Oval Beetles in the UK. You had to be a bit different to drive one. Like my mate's grandad, who painted a Red Indian on the bonnet of his Beetle and all the local kids would run after him making Indian noises. Different strokes for different folks. ■

James Peene
Group editor

Camper&Bus Show website launched

With just six months to go, we are pleased to announce the 2016 *Camper&Bus* Show website is now up and running. It includes photo galleries from previous years, essential information about the upcoming event and a blog to keep you updated on all the latest news. The site includes a ticket hotline that allows you to buy advance tickets at greatly reduced prices. The event is a week earlier this year, so mark July 29-31 in your diary now as we would hate you to miss it.

Look out for us at The *VolksWorld* Show at Sandown Park on April 2-3 2016, where we will be giving away free stickers and posters. **www.vwcamperandbus.com**

Creative opportunity

Due to an increase in workload, there is a vacancy for a full-time body and paint person at Creative Coachworks in Wem, Shropshire. The ideal candidate will be conscientious, enthusiastic and flexible. Qualifications are not necessary but relevant experience in the field is required. If this sounds like you, send your CV, covering email and any evidence of experience to info@creativecoachworks.co.uk or call them for further information on 01939 235707.

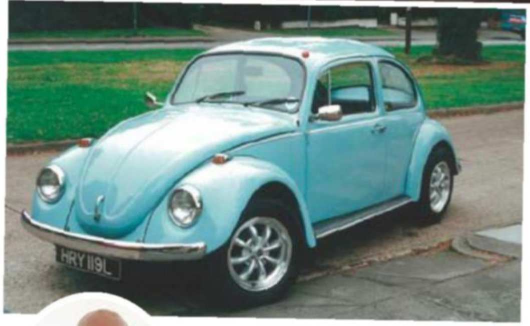
Gone, but not forgotten

There she blows! Spotted recently down at VW Heritage HQ in Shoreham-by-Sea, the ex-*VolksWorld* race car being loaded onto a trailer in readiness for a trip to the North Hertfordshire College in Stevenage. The car will spend a number of months at the college where students on its Motor Vehicle programme will have the opportunity to learn the fine art of vehicle body repair. The car's owner, VW Heritage MD, Barney Dines, told us he has big plans for the car and is hoping to have it back out on track later this year. We look forward to seeing it.

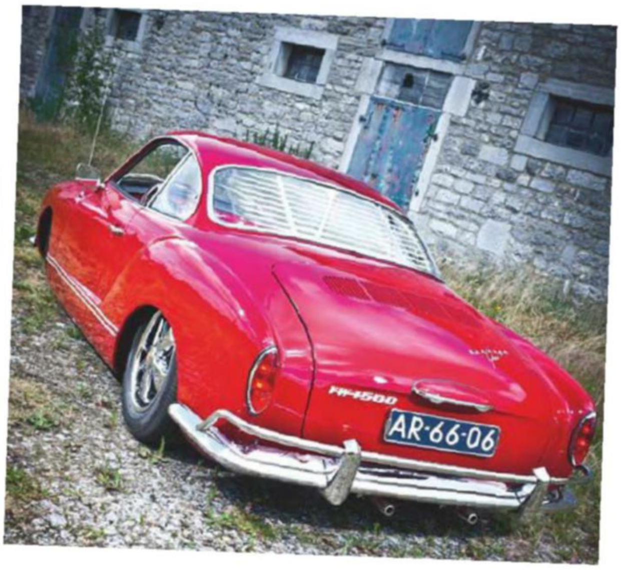
Shakey, rattle and roll

Though nothing has been officially confirmed yet, the big news on the British drag racing scene is that after 35 years Shakespeare County Raceway (née Long Marston Raceway, then Avon Park), site of the infamous No Worries Beetle Bashes and, more recently, Cal Look Drag Days and last year's inaugural Volkslife event, faces an uncertain future as steps toward developing the site for housing pick up pace. The official word is that it's business as usual in 2016, but our advice is to make the most of the events held at the track this year.

This '73 was editor James' first VW. Mine was similar, just with a better looking chap behind the wheel



After a two-year restoration, this is how James' car looked. Despite the anarchic ride height, it was a good effort…



…but he's the first to admit it's not in the same league as Michel's Ghia, a car he'd love to own now

The kids are alright

Mike marvels at how much better first timer's VWs are these days

It was while proofreading this month's issue that it occurred to me that something has significantly changed in the world of VWs. Take Michel Jansen's red Ghia, Ashley Williams' satin '64 and at least three of the cars in Readers' rides this month. What do they all have in common? They are all first VWs for their various owners. Nothing that significant about that you might think, until you take a moment to look at the cars. Now, I don't know about you, but my first VW was a bit of a stinker. Obviously, I didn't think so at the time, but even when I had finished restoring and modifying it within my paltry budget, it wasn't a patch on any of the first VWs in this issue. I suspect I am not alone. Now look again at the cars I refer to above. No stinkers amongst them that's for sure. In Readers' rides, the Oval and the GT are cars I'd have been over the moon to have had as my first car, and be more than happy to sport around in today. According to our journalist who found the two of them, they were both bought as presents for their fortunate owners, as was the full custom '73 young Shannon Spooner now owns that was a top show car on the scene around the time I was struggling to complete my first project. Certainly beats a pair of socks, eh?

Then there are the two feature cars in this month's issue that are first projects for their owners. Both are bloody brilliant, and a massive credit to their owners. Michel's Ghia, in particular, is the kind of car a lot of VW owners will go through their lives aspring to owning, yet never achieve. It's a pinnacle car. I myself have loved Ghias for years but, for one reason or another, have not got it together to actually own one, even though it's the only Volkswagen my wife has ever expressed any interest in driving. Steve has kindly offered to do me a killer deal on his 'spare' one but, even if I started welding it up today, I don't think I've got enough days left on earth to complete the job.

> "My first VW was a bit of a stinker"

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

Then there's Ashley's stealth '64, a car he's put together on, I'm guessing, a similar budget to that which I had to play with in the late '80s. In other words, naff all. But look what he's turned out. It's both inspired and inspiring, and shows you don't have to have the big engine, the big sound system or whatever the currently fashionable wheels are, you just have to have a bit of imagination, and put in the graft.

Tears of frustration

Where am I going with all this? I guess I'm wondering how things have got the point where people have better cars as their first VWs than many people will ever achieve in a lifetime of VW ownership. The quick and cynical answer would be money, of course, and while this might be true in some instances I don't think it's as simple as that. I believe it's a lot more to do with accessibility of information, and all the wondrous benefits the internet has brought to us all. So where I once struggled on alone in a single car garage with limited tools – I'm not afraid to admit there were times when I was reduced to tears of frustration by the whole process – now, if you get stuck, you can simply whip out your smart 'phone, ask advice, watch tutorials and encourage or be encouraged by people all over the world who you will never meet in person. You can follow people's restorations, subscribe to build threads, become a member of any number of specialist forums and obtain your VW input as often or as occasionally as you wish. If you want ideas for the interior of your car, for example, it's all out there.

Likewise, if you're looking to buy that first VW, the world is your oyster. Sure, there are potential problems associated with buying cars from abroad, but the fact is they are available, so you don't have to just buy whatever comes up for sale locally to you. And the same is true of parts. I remember well being put off buying the crash-damaged '61 Beetle that the local 'specialist' who looked after my mum's Beetle had in their yard because, he told me, it would be a lot harder and more expensive to restore. So, reluctantly, I walked away from those doe-eyed sloping headlights and skinny front indicators. Even when I started working on *VolksWorld*, when I wanted an Oval Window Beetle more than I wanted anything else in the world, my biggest concern was the availability of parts, should anything go wrong. At the time, Karmann Konnection was the only company in the UK who had parts on the shelf for early VWs, and compared to the readily available repro parts for later Bugs they were eye-wateringly expensive. Swapmeets back then were the hunting ground for the early stuff, and the ones at the big European shows were like Nirvana. Today, unless you deliberately make life difficult for yourself by choosing to buy a pre-war Beetle, or some weird, imported, VW-based oddity, just about anything you want is available at the touch of a mouse's button.

From where I'm standing, it's all good news, especially if it means more first timers turning out VWs like the ones in this issue. So, if you're on the cusp of VW ownership, or considering making the jump from another classic car scene, take solace in the fact that it's never been a better time to do it. ■

Slough Swapmeet

VW fans brave pea souper for the love of parts

Words Mike Pye **Photos** Matt Elms

Now in its second year under new ownership, Slough Swapmeet continues to thrive. Despite the moody November fog, it was with an air of excitement we set off round the M25 loaded to the gunwhales with lovely VW artefacts and some of editor James' old tat. Once again, we were greeted by cheery faces, good organisation and a surprising number of air-cooled VWs in the car park.

After a frantic hour unloading our booty, we looked around to take stock. Certainly the number of tables looked up on last year, and this was duly confirmed by the organisers, Vince and Robin, who explained they'd had to put a whole extra row of tables in this year. Come opening time, the hall was flooded with eager punters and had a good, positive vibe about it right through to early afternoon. At one point, a reporter from the local rag even stopped by to interview us about why a load of lunatics would get up at goodness knows o'clock and drive to Slough to look at old car parts. If you have to ask an' all that, eh?

At some point, some trophies were awarded to some cool stuff in the car park and everyone went home happy. Same time next year? ■

> The only time you'll ever see any Volkswagen people in a sports hall. And in Slough, too!

KPH
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< There's something about the cut of this brown custom Bug's jib we like. The ET wheels work for me

˅ Likewise, Enkeis look great on this gnarly Split with distinctly non-load rated front tyres

< Contravening the Highway Code is perfectly acceptable in Slough if you're driving a tidy Resto Cal

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

Not VW's finest hour, but a K70 in this condition is a rare old car these days

There was a lot we liked about this late early Looker. Semaphore Bug next door was cool, too

Once again, Steve and I had a good clearout, and made a few people happy in the process

Carlo Norris' PGSG alongside Mav's Samba with some old Gipsy looking on from behind

Rocking the 'look mum, no front wheels' look, this panned Lowlight was trying hard to ignore the jacked one on 924 Turbo alloys alongside

Slough never looked so good. The weather was dull but the car park was far from that

Tough '66 has the old school '70's Cal Look vibe down

EVENT LIST

Dubfreeze
When: February 21
Where: Bingley Hall, Stafford
Web: www.dubfreeze.co.uk

Spring Dub
When: March 6
Where: Great Yorkshire Show Ground
Web: www.springdub.co.uk

Dorset swapmeet
When: March 6
Where: Spetisbury, Dorset
Web: www.dorsetswapmeet.co.uk

Freddy Files
When: March 13
Where: Ninove, Belgium
Web: facebook.com/freddyfiles-2016-the-happy

Dub Aid 5
When: March 18-20
Where: Towcester Racecourse
Web: www.dubaid.co.uk

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

The *VolksWorld* Show
When: April 2-3
Where: Sandown Park Racecourse, Esher, Surrey
Web: www.volksworld.com

Bus Types
When: April 15-17
Where: Oswestry Showground, Shropshire
Web: www.bustypesvwshow.co.uk

Big Bang
When: April 22-24
Where: Santa Pod Raceway
Web: www.big-bang.co.uk

VW T.O.M.I.E
When: April 29 – May 2
Where: Orsett Showground, Essex
Web: www.vw-tomie.co.uk

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VolksWorld is published every 4 weeks 13 times a year
Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333.

Subscriptions: Call 0330 333 4555, email magazinesdirect@quadrantsubs.com, write to VolksWorld Subscriptions, FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Lyd, Rockwood House, 9-16 Perrymount Road,Haywards Heath, RH16 3DH, UK, or visit magazinedirect.com for great deals. One year 13 includes P&P – UK £56.60; Europe and Eire: €110.71; USA $136.72; Rest of world £87.68. Overseas queries call +44 (0) 330 3330 233. Back issues 01733 385170 (24 hours)

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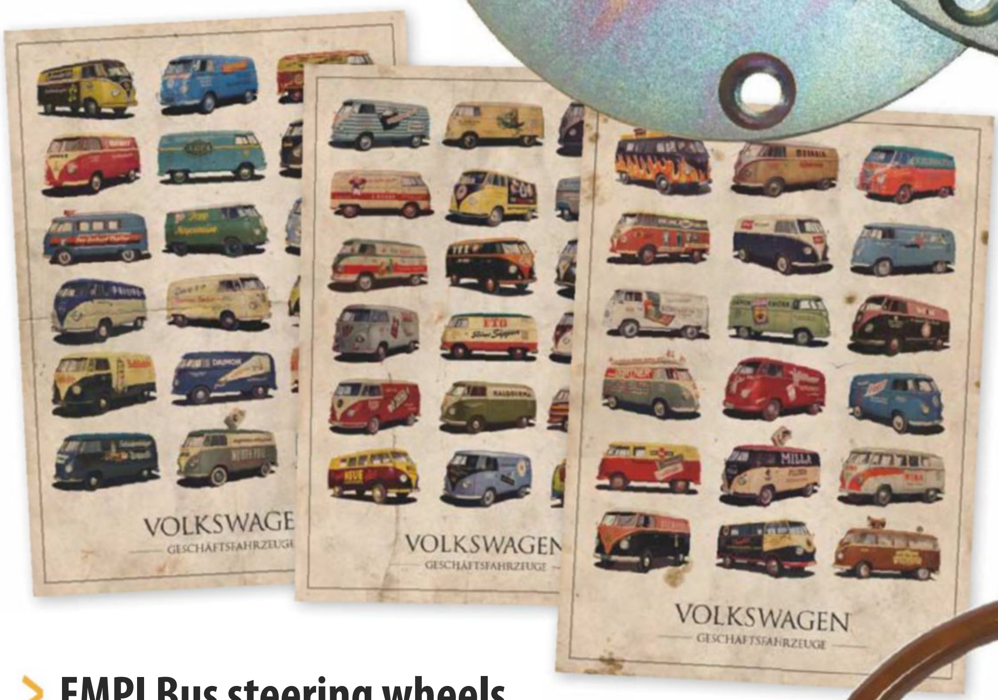

< Commercial poster

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> EMPI Bus steering wheels

From: **www.vwheritage.com** **Price:** **Wheel £199.99, Boss £89**
Bus owners looking for an upgrade in the steering wheel department have never been as spoiled for choice as Beetle owners, but VW Heritage are now offering this 18-inch EMPI wood rim wheel. With drilled and polished chrome spokes, finger grips on the underside and a subtle 1½-inch dish, it'll certainly give a very different look and feel to the stock Bus tiller.

Also available is the billet aluminium boss kit you'll need to fit it. It comes in various configurations to fit either '55-'67, '68-'74 or '75-'79 models, so that's all Split and Bay Buses except Barndoors

Cobra
JumPack

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Letter of the month

Me, in 1952, aged six, doing perhaps what I do best. Note the Lancia Augusta in the background

Aunt Olive and her 1955 ragtop in 1956 (the shadow in the foreground is me!)

Me looking dapper in 1974/'5 with 'Okraserised' Karmann Ghia

60+ years of VW family enthusiasm and ownership

Robert Richmond-Jones, Dorset

My first encounter with a VW was as the result of my aunt taking a test drive in a 1200 Beetle in 1954 (I was eight years old. Since then, and to date, the family are in their third generation of ownership via my father, myself and now Olly, my son. Read on if you will.

1955 (May) – My aunt part-exchanges the 1935 Lancia Augusta Cabriolet she had owned from new against a new 'ragtop' Beetle in Stratos Silver Metallic (VTE 274).

> "The air-cooled VW has been the motoring backbone of three generations"

1956 (June / July) – having caught the VW bug, mum and dad part-exchange a brace of Lancia Augustas. Dad bought a Polar Silver 'ragtop' (DEC 877), mum a Diamond Green 'ragtop' (DJM 8).

1958 – I'm growing fast (age 12 and athletic), Peter, our cocker spaniel, is growing old but arthritic! A bigger car is needed so dad buys a new Borgward Isabella Combi (LHL 567).

1960 – Aunt Olive yearns for another Lancia but, having visited the Earls Court Motor Show in 1959, and because of Jim Parker of Parker and Parker Longpool, Kendal (himself a VW agent and avid Porsche enthusiast / agent) buys a new Porsche 356B in Aetna Blue (GJM 86). The family joke was that if aunty (then aged 60) wasn't doing 'the ton' she was feeling a bit off colour! She confounded us all in 1965 by part-exchanging it at AFN in London for a faster 356C (MEC 910) in Togo Brown, thereafter known as "the flying cowpat".

1961-1962 – Dad becomes very ill and a move south is recommended (to Bristol). I'm at Rannoch School in the Highlands and learn to drive in various vehicles, including my housemaster's 1955 Standard (cable-braked) Beetle and my maths teacher's 1956 1200 Beetle. The school bursar had a black / green, Okrasa-engined Karmann Ghia.

Dad recovers and buys a six-month old 1961 Devon Caravette (701 WTB), which he lets me drive on Weston Super Mare sands in 1962/'3.

1963-1964 – Mum is actively engaged in WRVS and Civil Defence work around the south west and it is decided to go back to a Beetle. She was later honoured with an MBE in 1974 and this was helped, I have no doubt, by our next VW – a red 1500N Notchback (963 THY), which dad part-exchanges the Caravette for. I drive this car many times.

1964 (January) – At 17, I pass my driving test and my first car is a 1953 Austin 10/4 cabriolet, but I learnt to drive on the road and took my test in a VW 1200 with dual controls.

1965 – I have left school by now and work in the insurance industry. The little Austin is too fragile for a nomadic young car enthusiast so I buy a new Autobianchi Bianchina van (DHT 60C) (still rear engine and air cooled). I ventually do over 20,000 miles in this car with only 19bhp on tap.

1966 – dad's old Oval Window drives past me when I'm working in London!

1967 – "Key of the door time" for me, I buy a new Java Green 1500 Beetle (MAE 558F). This car goes like stink – even Alan Shepherd, himself a rally driver in a tuned VW and Works Manager for VW agent, Renwicks of Bristol, cannot understand why MAE is so quick!

1967-1971 – I now work in Leicester. The Beetle doesn't do the 'bird pulling' bit so it makes way for a three-year old Lancia Fulvia coupé (FAY 850C), which does the trick, though I wish I had kept and 'Okrasarised' the '67 as I miss it to this day.

A change of career to a trainee solicitor and student status means serious belt tightening, so VW motoring returns. I have several, including a 1958 Beetle (43 CKX) in which I take my advance driving test, a 1961 Karman Ghia (728 BAM) and a 1962 Martin Walter roofed Split (962 DXR).

1972-1974 – A tatty 1961 1200 (976 EOB) accompanies me on my return to law

Mum's Diamond Green '56 Oval ragtop in the Lakes

My 1958 1200, 43 CXK, in 1971. I took my advanced driving test in this car while working with *Safer Motoring* magazine

Type 3s weren't very popular in the 1970s. I bought this '65 1500S Notchback for just £150 in 1974

My 356S, which I bought in 1991 with some of the money that aunt Olive left me when she died. If only I'd kept this car, it would be worth a tidy sum today. That's my dad in the picture, from whom I caught the car bug

college in Guildford. I'm courting my first wife and did 13,000 miles in EOB, which is remarkably spritely for a bog standard 1200. I pass my part I law exams and relieve one of my tutors of his 1965 1500S (BYD 74C) for £150. We take our honeymoon in the Lakes with it and I pass it on to my dad and mum who by now are retired and are running a 1954 Beetle (DEJ 357).

1974-1975 – My then wife likes Karmann Ghias, so I find one languishing in a driveway in Cheltenham. £150 later, 179 ENP is ours, and £75 buys an Okrasa 1500 engine. This car is the ultimate poor man's Porsche, with a top speed in excess of the ton. I use this car during the part II law society course in Chester, but my wife falls pregnant and sadly it becomes impractical.

1976 – Our first born, Charlotte, arrives and ENP departs for a Volvo 121, and for my wife I acquire a 1956 Lancia Appia (25 EYH) as a run around, though I end up keeping it for nearly 18 years and it never breaks down.

1978-1979 – We move to Poole and I find work as an assistant solicitor. Our second baby, Olly, arrives. I dearly want a VW Variant but, as nothing is around, I buy an Isabella TS from *Exchange & Mart*. This car is the catalyst for the UK Borgward Driver's Club, of which I am the current president. As an aside, it is interesting to note that many Germans moved from VWs to Borgwards in the 1950s before Borgward sadly went bust in 1961 and the Type 3 VW admirably fills the gap.

1983 – No VWs up to this year but, as the result of a new house build and as a stop gap I purchase a solid and dependable, but scruffy Type 3 Fastback in Marina Blue (OGL 720L). I later sell it to a guy in Wimborne who lowers it and paints it red (I believe it is still on the road today). A Lancia Delta HF turbo replaces it.

1991 – Sadly, aunt Olive, Porsche owner extraordinaire, dies in February, aged 90, but not without leaving me some money, which enables me to buy a 1963 356S coupé (BLJ 31A), which is a fabulous car but sadly has to be sold on owing to the recession that hits in later years. I have fond memories of it to this day.

1995 – Another non VW gap? Not quite. By then, I was into Series 1 Land Rovers and, whilst showing mine at a local steam fair, I acquire a 1971 VW industrial engine. I still have it, though have yet to re-assemble and fire it up.

1999 and on – These years see a divorce, a new wife and two grandchildren via my youngest daughter, Ali. Olly has by now become a big classic car enthusiast and has owned a Volvo 340, Hillman Hunter estate, a Borgward and a Mk2 Jaguar 3.4, to name but a few. He also occasionally says a classic Beetle would be an interesting possibility…

2012 – On the basis of Olly's comments, both he and I keep our eyes on the magazines and eBay and, in July, spot a LHD 1974 1200 (basic model) on eBay. Our bid is successful and OUD 573M (DOB 6/12/73) moves from Oxford to Poole. The little car was owned from new by the same lady until May 2012 and we drive it home without a hitch. The chap who had it subsequently was made redundant and had to sell it. OUD had received the requisite TLC and has documented VW service history well into the '90s. Since then it has been well maintained by VW specialists in the Oxford area and by me. Save for the 'GT' wheels, OUD appears to be very original, with 93,000 miles on its clock.

2014 – *VolksWorld* features OUD in Readers' rides!

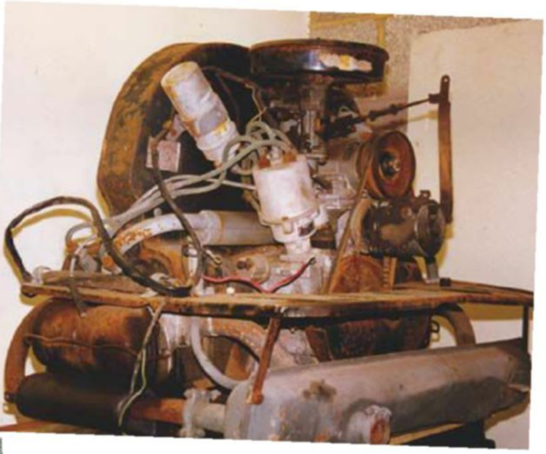
Olly has now taken to Beetle motoring like a duck to water, carrying on the family tradition into its third generation. I wonder if his nephews, Josh and Callum, will follow in our footsteps and take our family into the fourth generation of VW ownership? Here's hoping.

Over the time of writing this article, Olly and his beloved Bonnie have become parents to a son, Louis, who is now nearly 10 months old – another fourth generation VW enthusiast in prospect? And to have family holidays now they also own a 1984 VW Type 25 Wasserboxer Camper (A692 SYC), which is proving to be a very versatile machine.

The family as a whole has been extremely lucky to have had the opportunity over the last 60 years to be involved with such a cross section of interesting and different vehicles, but the air-cooled VW has been the motoring backbone of three generations, and it has been a privilege for us to have been and continue to be members of what must be the world's biggest car club – The People's Car Club – all 21+ million members world wide, and long may it continue.

Thank you for sharing this with us Robert - JP

My old '67 1500. The speedo needle could easily go round past the oil warning light!



My low hours 1971 VW industrial engine. Note the Heinzmann governor that is fitted

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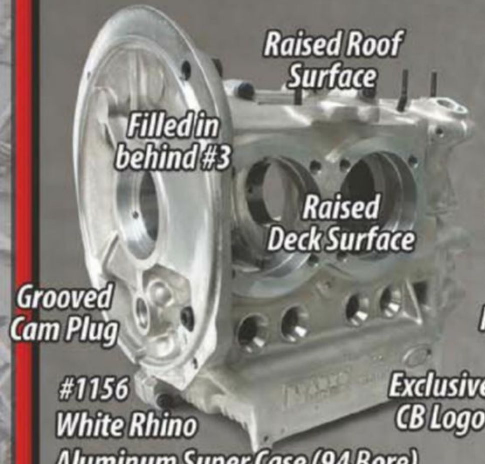
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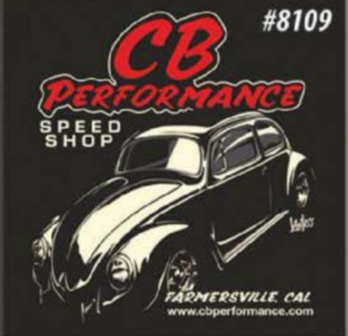
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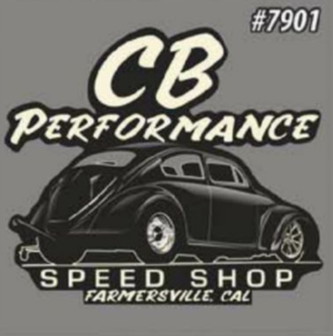
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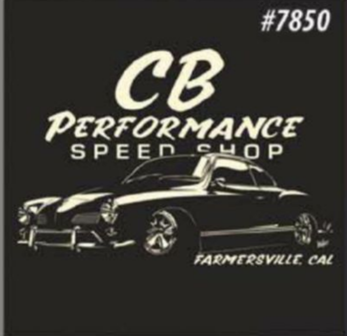
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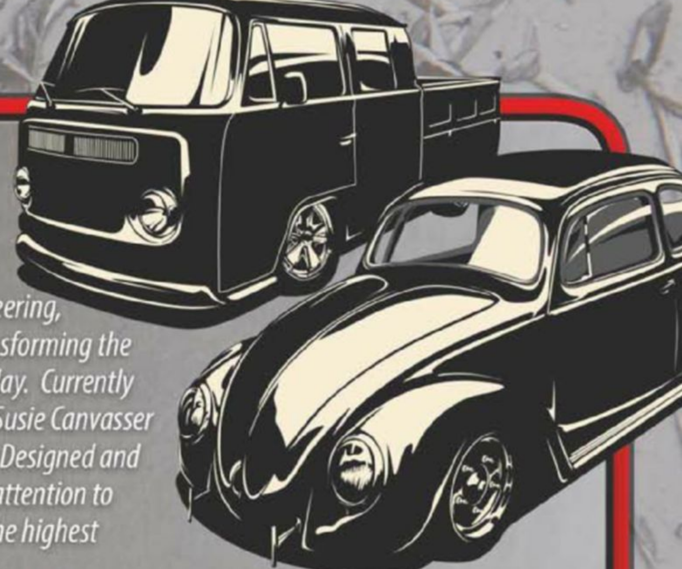

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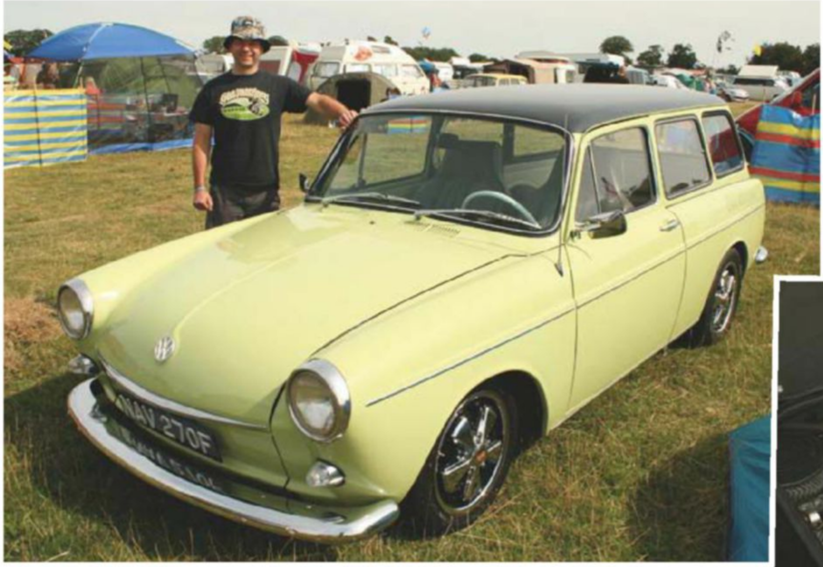
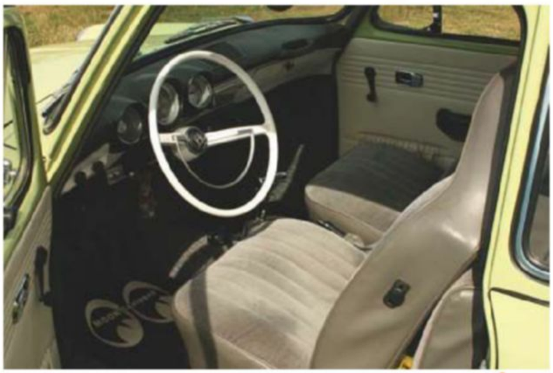
Car of the month





^ Highback seats with velour covers were in the car when James brought it. Note the white dash and steering wheel

˅ After numerous problems with the hot 2.1-litre motor the car came with, James has swapped to a mild 1600

James Barron-Clark, 1968 Squareback

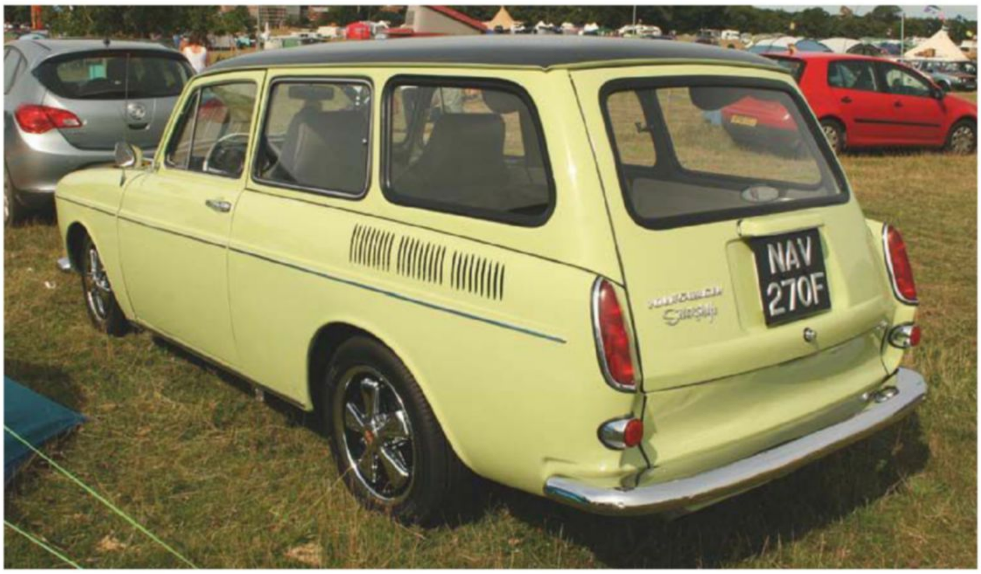
James Barron-Clark spotted his 1968 Type 3 Squareback for sale on thesamba.com, at the time located in Los Angeles, USA. He emailed the vendor, obtained plenty of photographs and decided to take a chance and purchase the car, hoping for the best and that he wasn't buying a dud. That was six years ago and, when the car arrived in the UK, James was pleased with his purchase. Back then the Squareback was painted bright blue and was fitted with polished 2.0-litre Porsche alloys. The mechanical specification was pretty impressive too, comprising a 2.1-litre engine with Gene Berg cylinder heads, Weber carburettors, a hot cam, ceramic coated exhaust system and an uprated Rancho gearbox.

"Unfortunately, after only 400 or 500 miles the engine went pop," groans James. "I had it rebuilt but, less than 200 miles later, it went 'pop' again. Aarghhh! Extremely disheartened, I made the decision to junk the motor completely and opted for a stock 1600cc engine instead with twin 34ICT Weber carburettors. Thankfully, that's been fine ever since."

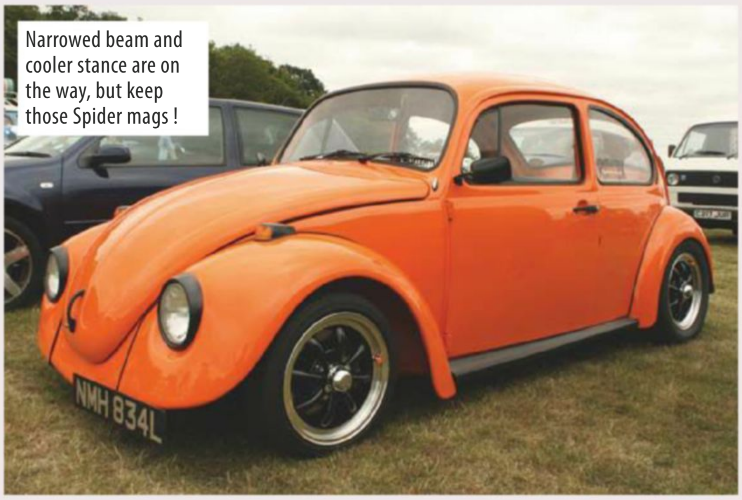
Around two years ago, James decide the paintwork needed freshening up, and he decided to go for a change of colour to Guacamole Green with a Graphite Grey roof. "The bodywork was so rock solid and rust free that preparing it for painting was a cinch," says James. "I entrusted Darren at the 355 Bodyshop in Peterborough to complete the respray. The car was in his paint shop for just three days and he's done a really fabulous job that I'm very pleased with."

During his ownership James has completed various other jobs, including replacing the carpet set and some minor tidying of the stitching of the American market high back seats the car came fitted with. Then there's been a change of wheels to the replica Fuchs it wears in these pictures. These have been polished, detailed and fitted with painted centre caps and look a treat on the car against the new paintwork. Now James has really put his own mark on the car, he couldn't be happier with it.

> "After only 400 or 500 miles the engine went pop"



> Guacamole Green? That sounds like a name BMW would give to a colour for a new Mini. Note the US-market Stickshift badge on the tailgate


Narrowed beam and cooler stance are on the way, but keep those Spider mags !

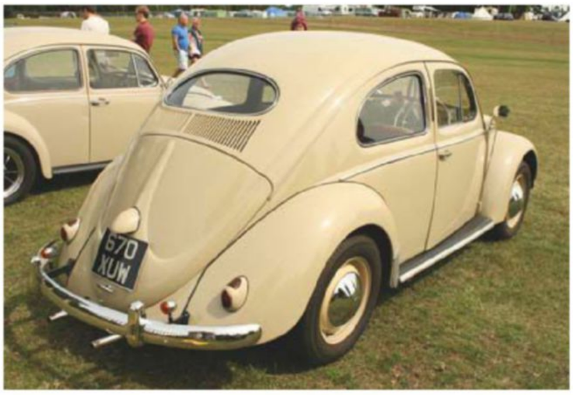
Paul and Karen Aldous, 1972 Beetle

"We acquired 'Bob' the Beetle very cheap four years ago, as it was in a very bad state," recalls Karen. "We've spent loads of time getting the car to how it looks now. It required extensive resto work and, while the body restoration was in progress, every time a panel was removed it exposed another rusty panel behind, and then further rust behind that. We found it had three floorpan sections, one welded on top of another, completed as a quick fix, rather than fit a complete new floorpan! We've now done that, along with fitting new wings, decklid, heater channels, a secondhand bonnet etc. The car's colour was originally orange, which we wanted to retain, but we went for a Porsche orange, which is much brighter than the VW colour. The car now also features alloy finned running boards. We didn't set out to create any particular look or style, the car simply evolved as its restoration progressed."

Karen and Paul bought a new interior trim kit from Newton Commercial, comprising black seats covers with orange piping and a set of door cards, then fitted it themselves. There's an EMPI gear shifter, and the car sits on new EMPI alloy 8-spoke wheels. The car's original 1300cc engine is currently stored away, and a 1500cc engine is now residing in the engine bay, prior to the original one being restored, detailed and re-fitted. Further plans include a narrowed beam and a slightly more lowered stance at the front, new carpets and a new headliner, which should complete its dramatic transformation from a state to one that really deserves its place in any show 'n' shine line up.

1200 tail lights and no bumpers disguise the vintage of this car, Porsche orange paint ensures you don't miss it!

Newton Commercial interior certainly looks the part in an orange and black car. Looks like it's had a full on paint job too before the new carpets go in



Petri banjo with full circle horn push is nice. Accessory clock and rev counter are useful additions

Engine isn't the original, but is still a trusty 30 horse

Daniel Marney, 1954 Oval

It's not unknown for parents to buy a car for their children, perhaps as a gift to mark a particular milestone birthday. On Daniel Marney's 30th birthday three years ago, his parents presented him with this 1954 Beetle. "That was a very special gift," he enthuses. "The car was in excellent condition, but not entirely to standard specification. The exhaust isn't the correct one for the year, the pope's nose isn't right and, although the interior is beautifully trimmed, certain aspects of it are also incorrect – things like the door cards, seat trim and carpet." Apparently, the Beetle was trimmed by craftsmen employed at the Bentley factory, so you know it has been done to the highest standards possible. "It's my long term aim to return the Beetle to original factory specification," says Daniel. "So over the last three years I've been hunting for rare and original parts, with some success."

The Beetle is believed to have been shipped to New Zealand when it was new [or, alternatively and more likely, it's a New Zealand-built CKD car, which might explain the non-German spec red leatherette interior-MP]. Daniel's grandfather and his father both used to run Beetles, so it's only natural for him to maintain the tradition. "I've been hooked on Beetles ever since I was a kid and remember going to boot fairs with my nan and grandad, buying old copies of *VolksWorld* magazine whenever I could find them. Yes, Beetles are very much running through my veins," he grins. "I know how lucky I am to own my 1954 car and returning it to original is something I'm really relishing, going about the job with plenty of love and TLC."

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In the family way, the Spooner family way

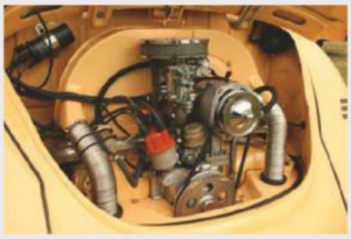
Shannon Spooner, 1973 Beetle

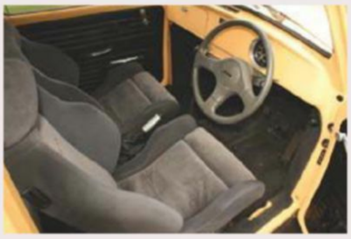
Another one that was given as a present, Shannon Spooner's '73 Beetle was presented to her by her parents on the occasion of her 18th birthday three years ago, which she told us was very much a surprise birthday gift! Air-cooled Volkswagens have played an important part in the Spooner family life for a good many years, so it was only natural that Shannon would become the owner of a Beetle one day. The car has a bit of history too, having originally been modified by Mike Pope and appeared at the very first *VolksWorld* Show.

The Beetle runs a rebuilt and detailed 1300cc engine with the tinware colour co-ordinated to the exterior paintwork, making for an ultra clean and eyecatching installation. Interior comforts include a pair of grey-trimmed Recaro front seats, with the rear seat re-trimmed to match in the same pattern material. One aspect of the interior that only the car's occupants will ever see is the headlining, which has been re-done in black leather with a fluted design. "The headlining is something we've put in the car, along with new door cards," explains Shannon. "Music on the move is courtesy of an Alpine head unit, with Alpine speakers and a Mac subwoofer sitting in between on the rear shelf."

Trick bodywork features include Mazda MX5 door handles, which apparently were time consuming in the extreme to fit. The rear light clusters have been removed in favour of a horizontal strip set up that fits flush into the wings, and the front strip indicators fit flush into the bumper. The Beetle sits on Porsche 2.0-litre alloy wheels.

"During the winter of 2015 I plan on taking the car off the road for a little restorative work, keeping it pretty much in the same guise, and also to incorporate a few of my own ideas and personal touches," enthuses Shannon. "I'm thinking of having the running boards painted the same colour as the rest of the car, and also maybe lowering the suspension a little more."





Not so much B289 as B292, when this car made its debut at the first *VolksWorld* Show

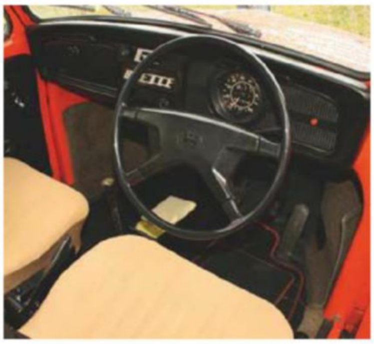
Brandon Gill, 1972 GT Beetle

Brandon Gills' 1972 Beetle is one of few that were badged by VW dealers as GT Beetles (thought to be as few as 2,500) and is powered by a 1600cc engine, with a high ratio gearbox. When new, the car is said to have had connections with the family of 1970's band Mungo Jerry, most noted for their huge success with 'In The Summer Time'.

"Around three years ago we were gathering information about what could be the cheapest car for Brandon to own, run and insure when he reached 17 years of age," explains his father, Mike. "The Beetle came up as a prime choice, and so we went to view this 1972 Beetle in Dorset, which we ended up buying. Back then, we had no idea quite how rare the GT-badged cars are, and many parts have proved hard to source. Fortunately, the badge on the dashboard is original, but the one on the engine cover is reproduction. We can't find any original seats or doorcards, so we're trying to get some new seat covers made that are sympathetic to the originals."

The Beetle was in very good condition when purchased, but Brandon has spent countless hours polishing and detailing the car as best he can. New side trim has also been fitted and the 1600cc engine has been treated to a new Solex carburettor, along with a fuel pressure regulator.

Both Brandon and Mike, along with Craig Morris and Kirsten Moore, are founder members of the North Devon Vee-Dub Vandals based in South Molton, and between them they own quite a few Volkswagens. For the future, the plan is to keep Brandon's GT Beetle as original and authentic as possible. What a cool and rare ride to own as your very first car!



^ GT Beetles in original condition like this are few and far between these days. This one's in Tomato Red

< I hate to break it to you guys but that badge on the dash may be original, but it shouldn't be there

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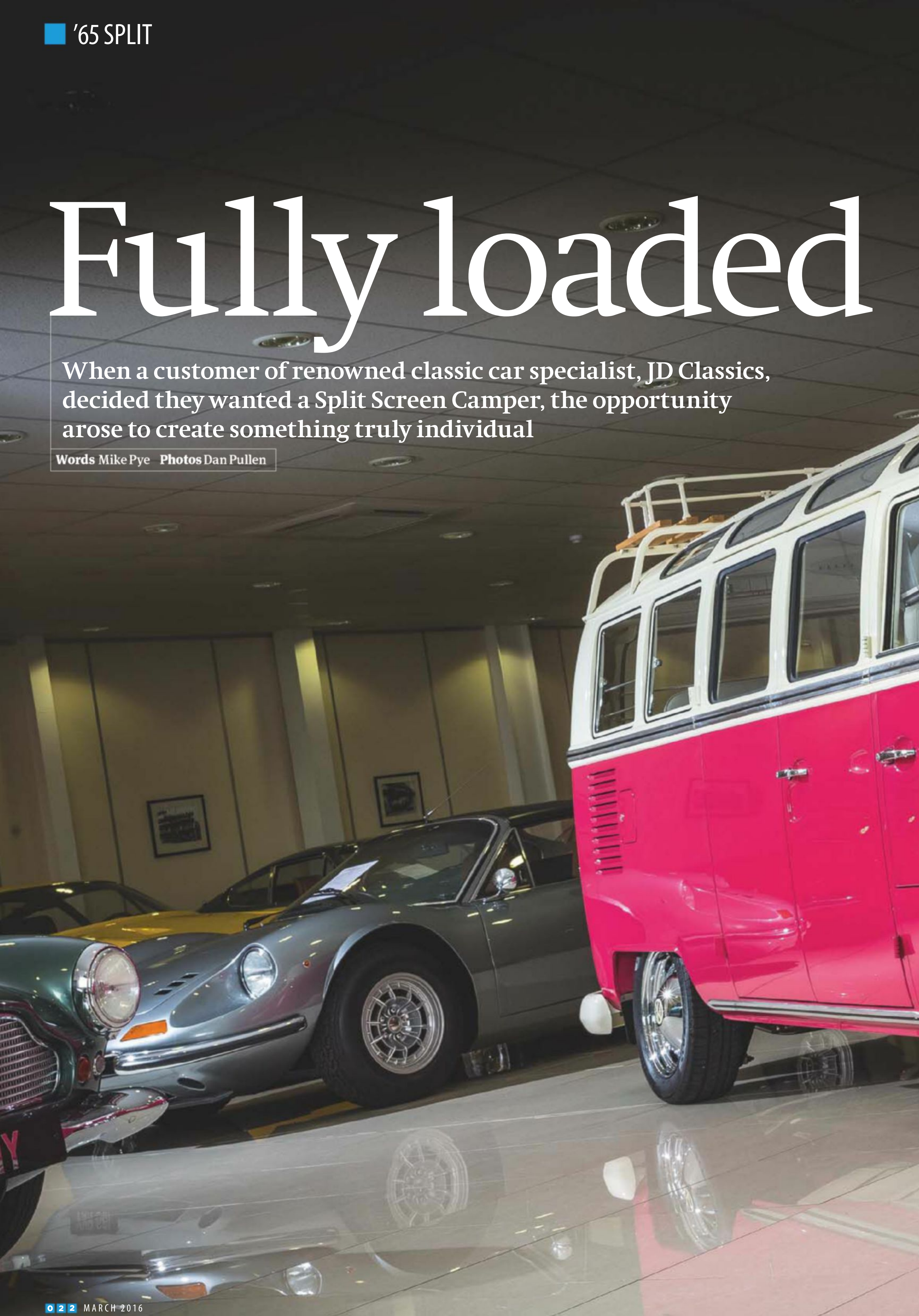

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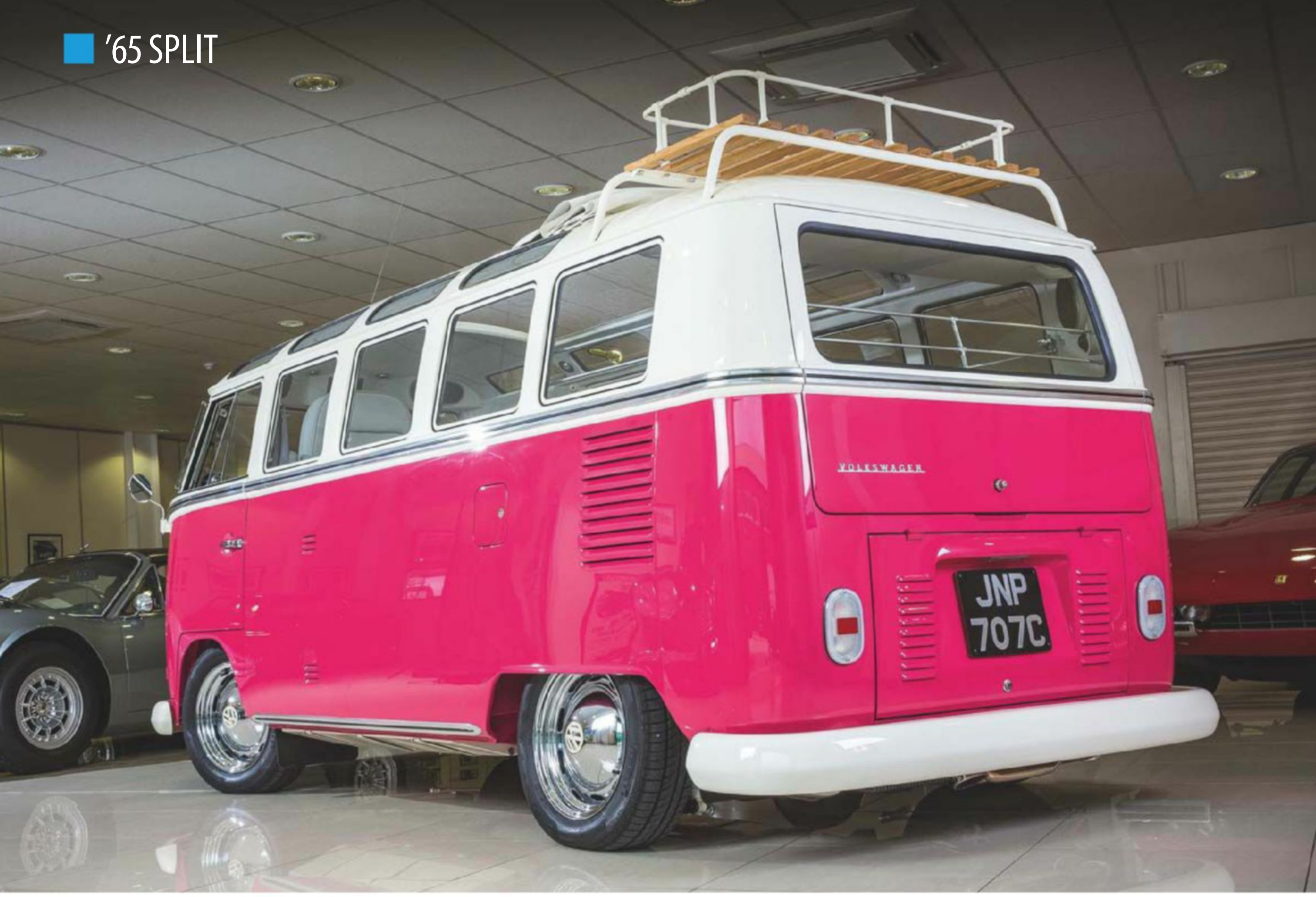


Wheels are 5.5J Porsche 356-style chromies, with load rated 185/65 tyres all round

There's a lot of talk these days about the price of Buses – what they're being bought for, what they're being advertised for sale for and what they're supposedly worth. Some stories are fantastical, others genuine. What's certain is there has been a massive resurgence of interest in VW Campers. The earlier, more evocative Splits and Bays are being used in advertising campaigns for everything from clothing to savings accounts and, once again, have come to symbolise freedom. These days though, with unfeasibly perfect families as the props, they're being used to promote a healthy, prosperous, successful lifestyle rather than an anti-establishment one. The message is still clear though – a VW Bus is your route to happiness.

"The idea all along being to build the best possible driving Split"

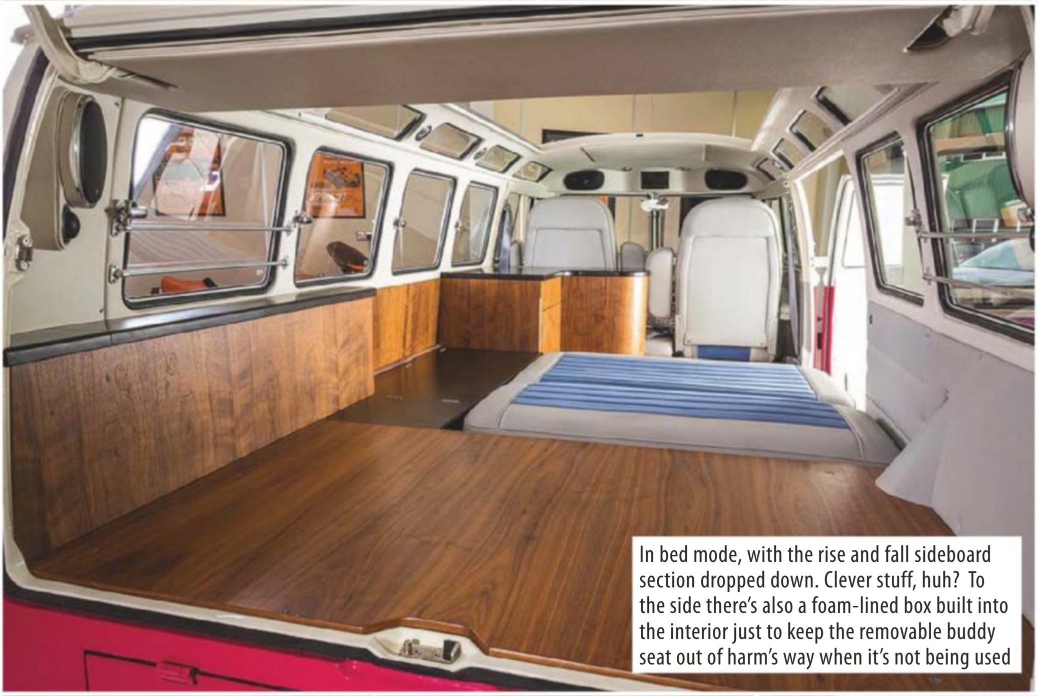
Add in the assumption that their perceived value will continue to rise and it's easy to see why people of means might consider adding one to their collection. The difference, however, is that where once you and I might have scraped together the money to buy a cheap Bay Window, driven it to the likes of Bug Jam and Run To The Sun on a wing and a prayer, then crossed our fingers each time the MoT came round, the Buses at the other end of the spectrum are being professionally restored and equipped to a level of sophistication that far outstrips their humble workaday origins. And this 1965 Split exemplifies that situation as much as any we have ever featured before. It belongs to a customer of renowned sports car and classic car restorer / dealer, JD Classics of Maldon, Essex. For those that may be unaware, JD Classics is one of the real success stories of the British classic car world. Started some 25 years ago by Derek Hood out of his passion for vintage Jaguars, it has expanded into a one-stop restoration shop for some of the finest products of the motoring world, employing around 60 dedicated craftsmen with the ability to undertake every aspect of a build from sourcing the base vehicle to MoT testing it in readiness for the customer to drive it away. And now with a flagship showroom in the heart of London's Mayfair to display their work, it has all the necessary credentials to bring them into view of some of the world's wealthiest car collectors. Admittedly, not many of those customers drop by looking for old Volkswagens, but when one did JD Classics was only too happy to oblige.

Comfort zone

So, having sourced a 1965 21-window Samba, work began on resurrecting it, in exactly the same way as it would were it an XK Jaguar or an Aston Martin DB5. The Bus was stripped to every last nut and bolt, everything bagged and labelled and then the 'shell blasted, inspected and repaired without compromise. As this was never going to be a concours restoration, the guys in charge of the rebuild started looking at what was on the market to upgrade and improve an old VW Bus. Naturally, amongst the staff at JD Classics are people with an interest in all different makes and types of car and, at the time this project was started, one of them was Grant Tatum, a VW head who has also served time at The Paintbox. While JD Classics prides itself on having the right people in place to undertake every aspect of a car's restoration in house, old VWs are perhaps a little outside the comfort zone, but Grant was able to point the guys in the workshop in the direction of the right people for the few jobs that, unusually, couldn't be undertaken in house. That explains how local lad, Simon Weitz at Interior Motive, received a call about building a top notch camping interior,

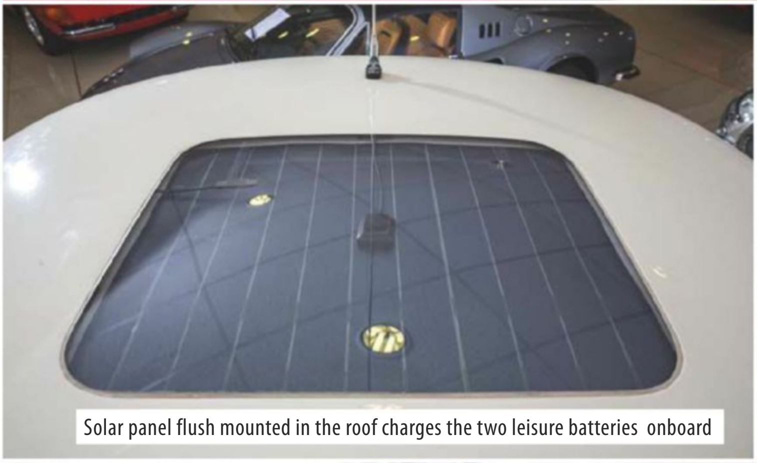
As if by magic, a 20-inch flat screen television rises out of the worktop at the flick of a switch

Moulded and trimmed header panel with sat nav screen and speakers replaces the airbox usually found in a Split



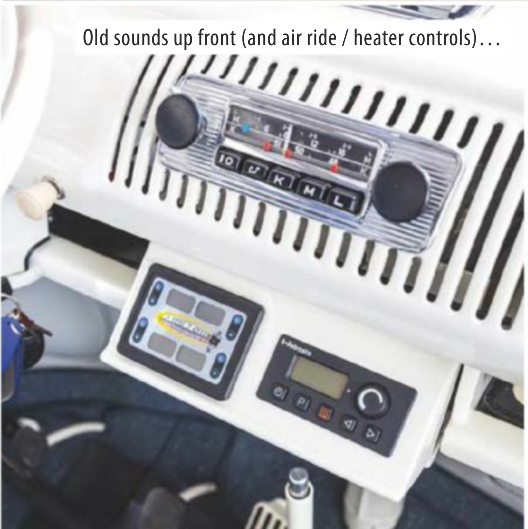
In bed mode, with the rise and fall sideboard section dropped down. Clever stuff, huh? To the side there's also a foam-lined box built into the interior just to keep the removable buddy seat out of harm's way when it's not being used

Even the roof rack has been modified so it bolts through the roof, with no visible fasteners



Solar panel flush mounted in the roof charges the two leisure batteries onboard

Passenger captain's chair makes the interior a more sociable place



Old sounds up front (and air ride / heater controls)…

…and more modern sounds in the rear. Note electrical master control panel to the right

Ian Clark at Wolfsburg Performance Services was given the nod for putting together a strong, reliable engine, while Peter Englezos at Cog Box got the call about a suitable gearbox to go with it. Once specifications had been settled, those guys all started on their areas of expertise while the JD body shop repaired the 'shell. From there it was pushed into the JD paint shop for its eyecatching colour scheme, then it went into the JD workshop for re-fitting, under the watchful eye of Steve Reidling, race shop manager, and Bradley Ramsey, the mechanic given the responsibility for the mechanical re-fit. Brad: "I was basically given a bare painted 'shell and had to make sure everything was fitted right and worked. The customer said he wanted a comfortable, reliable Campervan, and gave us a bit of poetic licence to build it the best way we saw fit. We bought a lot of stuff off the shelf, but just about everything was modified in some way or other to suit this Bus."

"Good quality stuff, well engineered so it won't let them down"

With the idea all along being to build the best possible driving Split, in went Creative Engineering rack and pinion steering and one of the same company's IRS kits, spec'd with tubular swing arms, adjustable spring plates and weld-in shock mounts. Air suspension was added into the mix too with an eye to improving the ride quality. Likewise, a set of JD Classics' adjustable dampers (the company has them made by a specialist damper company to its own spec specifically for use on modified classics) and disc brakes all round, with a servo and an electric vacuum pump. Though it stops short of ride height sensors, the air suspension is independently controllable at all four corners and works around a dual bag beam and twin rear bags mounted between the chassis and the swing arms.

TECH INFO

BODY: 1965 21-window Samba
ENGINE: 2028cc Type 1; 78.8mm Scat crank; 90.5mm Mahles; Scat rods; Engle 110 cam; 40 x 35.5mm WPS-ported heads; 40IDF Webers with GWD linkage; GWD Porsche-style 12-blade fan; 70amp alternator
GEARBOX: VW 4-speed; 3.88 ring and pinion and 0.82 fourth gear
SUSPENSION: Creative Engineering IRS and power-assisted rack and pinion steering; independent air ride; JD Classics dampers; four wheel disc brakes

A bit special

Intrigued, we asked Ian at Wolfsburg Performance Services what the brief had been with the engine. "I was just asked to build something torquey and reliable that would pull along a fully loaded Bus. I said it wanted to be at least 2.0-litre, with a forged crank, mild cam, relatively low compression and twin 40s. We added things like the Porsche-style fan just to get a bit more cooling – which never hurts in a Bus – and to make it look a bit special." To make motorway cruising a more pleasurable experience, Peter at Cog Box built a blueprinted VW 4-speed IRS gearbox with a 3.88 ring and pinion, 0.82 fourth gear and a few of the performance tricks he has learnt through his years of experience. "It was all relatively straightforward," remembers Ian, "just good quality stuff, well engineered so it won't let them down."

When it came to the interior, Simon at Interior Motive was given a blank sheet of paper to come up with the perfect combination

Interior Motive built the exquisite interior for this Bus using black walnut veneer. Now look at the picture to the right to see just how clever this apparently simple install really is

As if by magic, a 20-inch flat screen television rises out of the worktop at the flick of a switch

Moulded and trimmed header panel with sat nav screen and speakers replaces the airbox usually found in a Split

In bed mode, with the rise and fall sideboard section dropped down. Clever stuff, huh? To the side there's also a foam-lined box built into the interior just to keep the removable buddy seat out of harm's way when it's not being used

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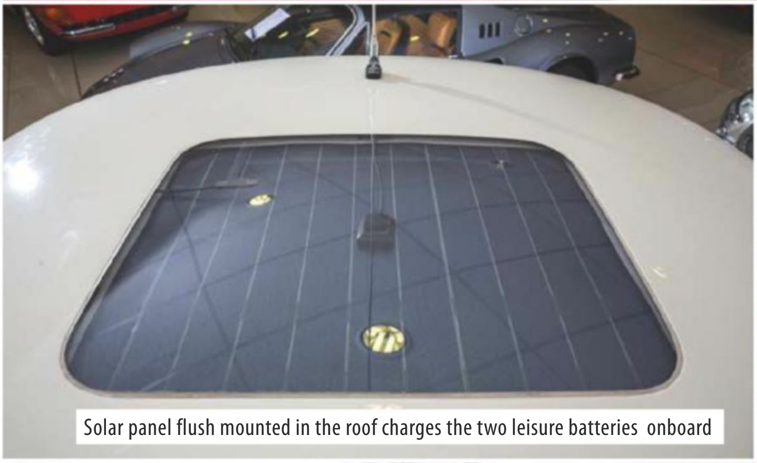

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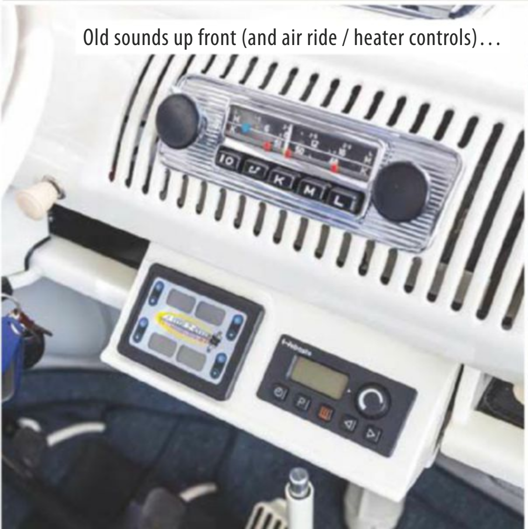
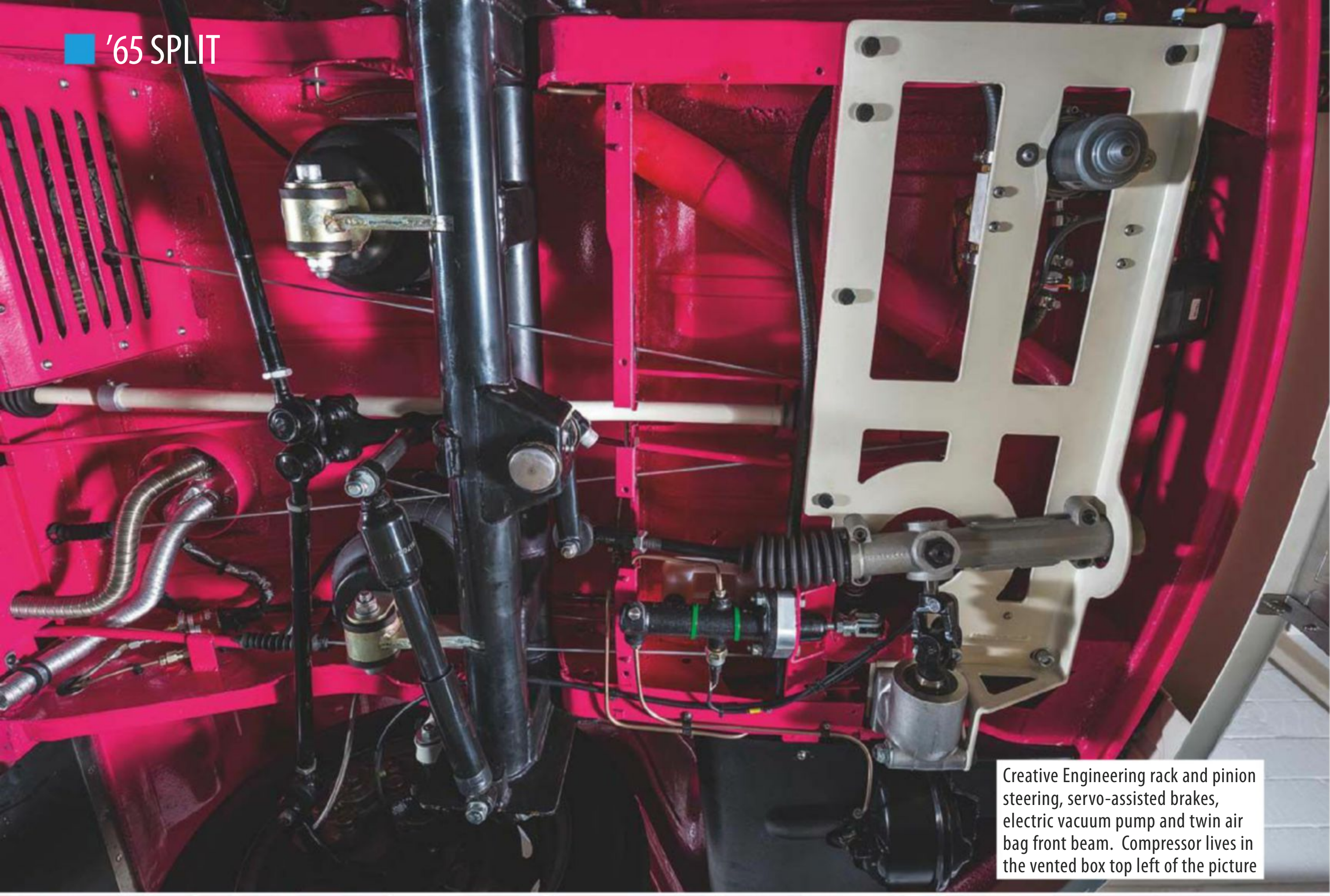


Old sounds up front (and air ride / heater controls)…

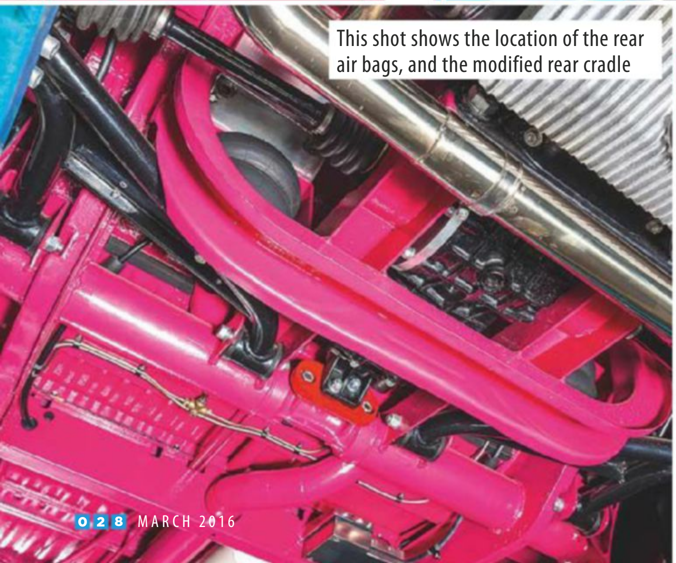
…and more modern sounds in the rear. Note electrical master control panel to the right


Creative Engineering rack and pinion steering, servo-assisted brakes, electric vacuum pump and twin air bag front beam. Compressor lives in the vented box top left of the picture

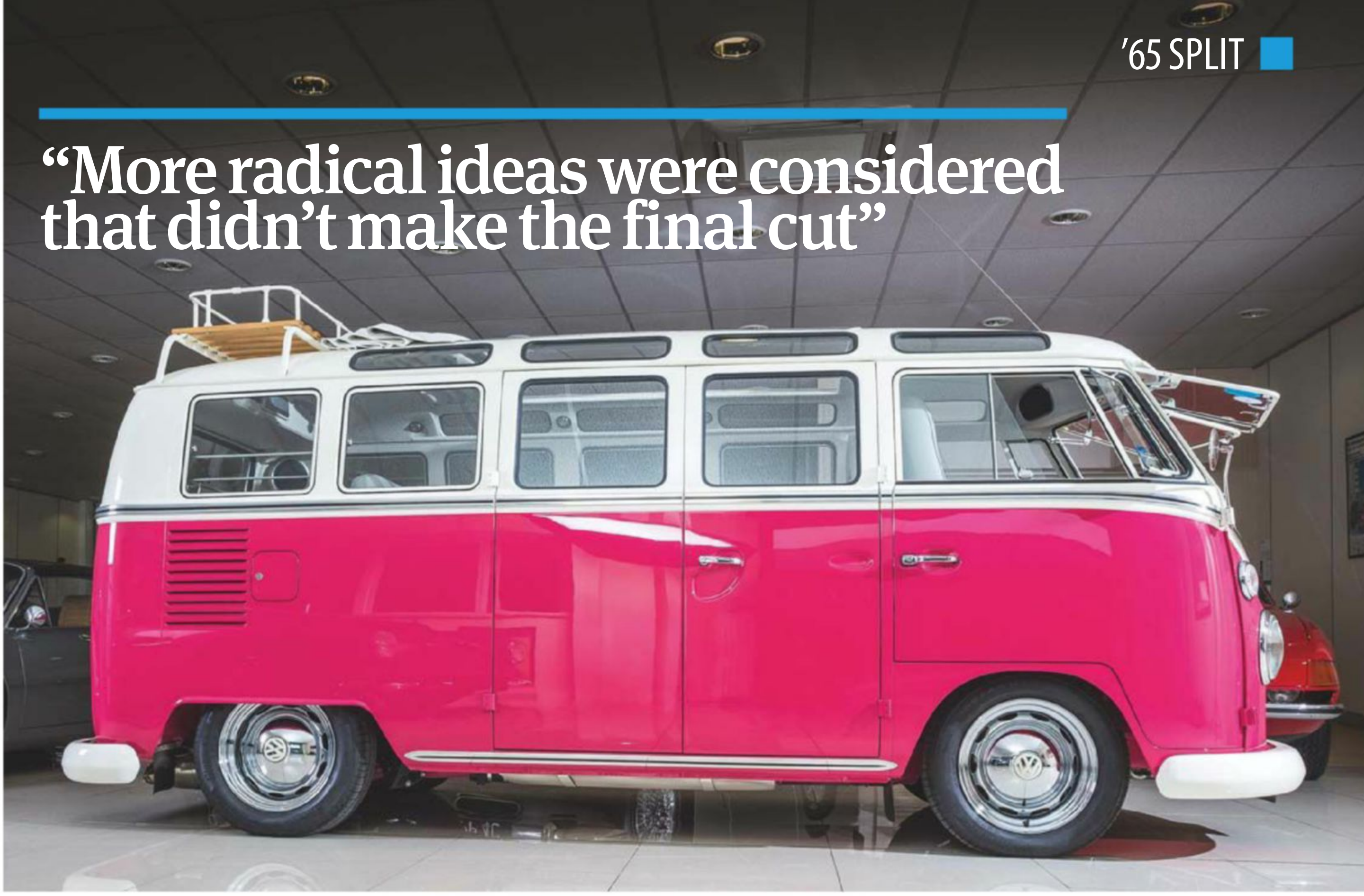
Custom made fresh and waste water tanks live underneath, along with the air tank

Gene Berg deep sump adds extra oil capacity to further help cool the stroker motor

Creative Engineering IRS kit, rear disc brakes and JD Classics own dampers

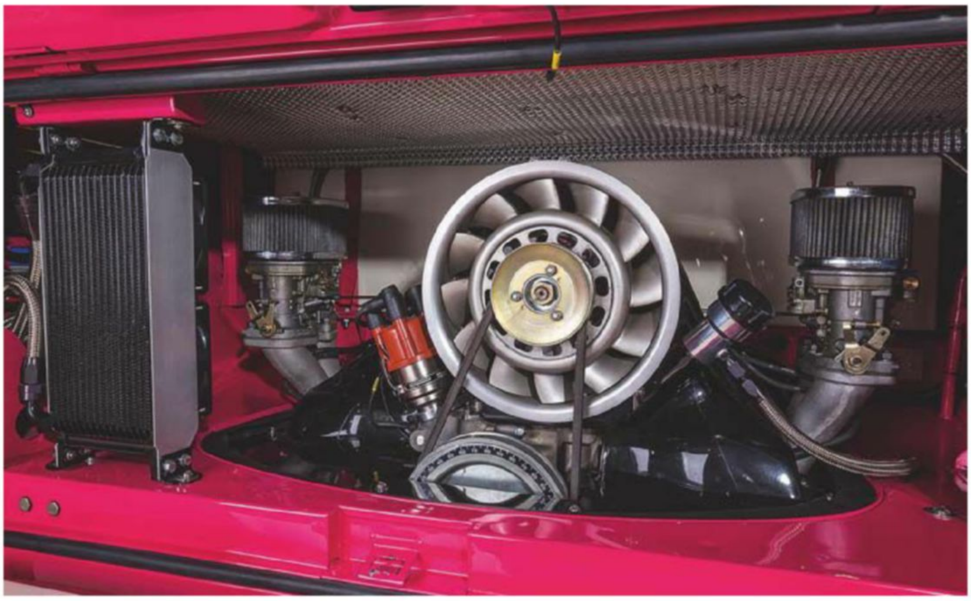

This shot shows the location of the rear air bags, and the modified rear cradle

Custom made full stainless exhaust with twin silencers keeps the engine note to a minimum



> "More radical ideas were considered that didn't make the final cut"

You'd never guess this Bus is on air, but then it's on air to improve the drive not the looks



Balanced and blueprinted, 2028cc, 140bhp Type 1 motor gets this Bus moving. GWD Porsche-style fan was fitted for a bit of extra pizzazz. Note the oil cooler in the engine bay is a later addition, and this location is not recommended by WPS

of Camper, Day Van and all round sociable place to spend some time. A single captain's chair up front integrates the cab area with the relaxing space, while a neat removable buddy seat between the two front seats makes a temporary bench seat up front when needed. Black walnut veneered cabinets are both classy and functional, with a unique, electrically-operated 'rise and fall' sink / hob unit to one side that, when in the down position, makes a useful addition to the sleeping space. A 20-inch television pops up on a hydraulic ram from one of the cabinets at the touch of a button, while an impressive surround system makes watching a DVD a true cinema experience. You'll note the custom made header panels above the front and rear windows, one containing the forward speakers for the surround sound and a sat nav display, the other containing the switchgear and the head unit that controls it all.

You may also have noticed the extra (albeit shorter) stock-style louvres towards the front of the nearside of the Bus, and what appears to be a secondary fuel filler flap, too. The former are the vents for the fridge and hob, the latter the fresh water tank filler. Sure, they could have fitted standard plastic vents and the like, but isn't this a more elegant solution? It did, however, mean the cabinets that contain the fridge and hob had to fit millimetre perfect in order that they could be sealed so no unwanted fumes can reach the cabin. That little detail alone pretty much sums up the attention to detail that JD Classics has put into this Bus. As does the military-spec, narrow gauge wiring loom custom built for this Bus by Karl Duchesne, in conjunction with Essex-based motorsport electronics specialist, Life Racing. Even something as humdrum as the roof rack has been modified to make it just that bit more special.

Speaking with some at least of the people involved with this project it's clear no stone was left unturned, no possibility discounted in the quest for the ultimate Split Screen Camper. Some more radical ideas were considered that didn't make the final cut, so what you see here is the distillation of all those concepts and inputs into one vehicle, built under the umbrella of JD Classics.

Where angels tread

You or I may not have chosen the Honda Angel Pink colour used on the exterior, or the blue and cream leather combination inside, but then you or I are not the customer who commissioned this one-of-a kind Samba. And if the object of this exercise was to create something simple, but opulent, and to push the boundaries in search of that, we'd say this Bus has achieved its objective, and all credit to everyone involved for making it happen. ■

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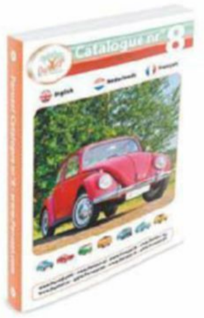

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KAWAsnappy

Michael Zehles' VW is a German Looker with a Japanese twist. And we're not just talking about the eyecatching Kawasaki green colour...

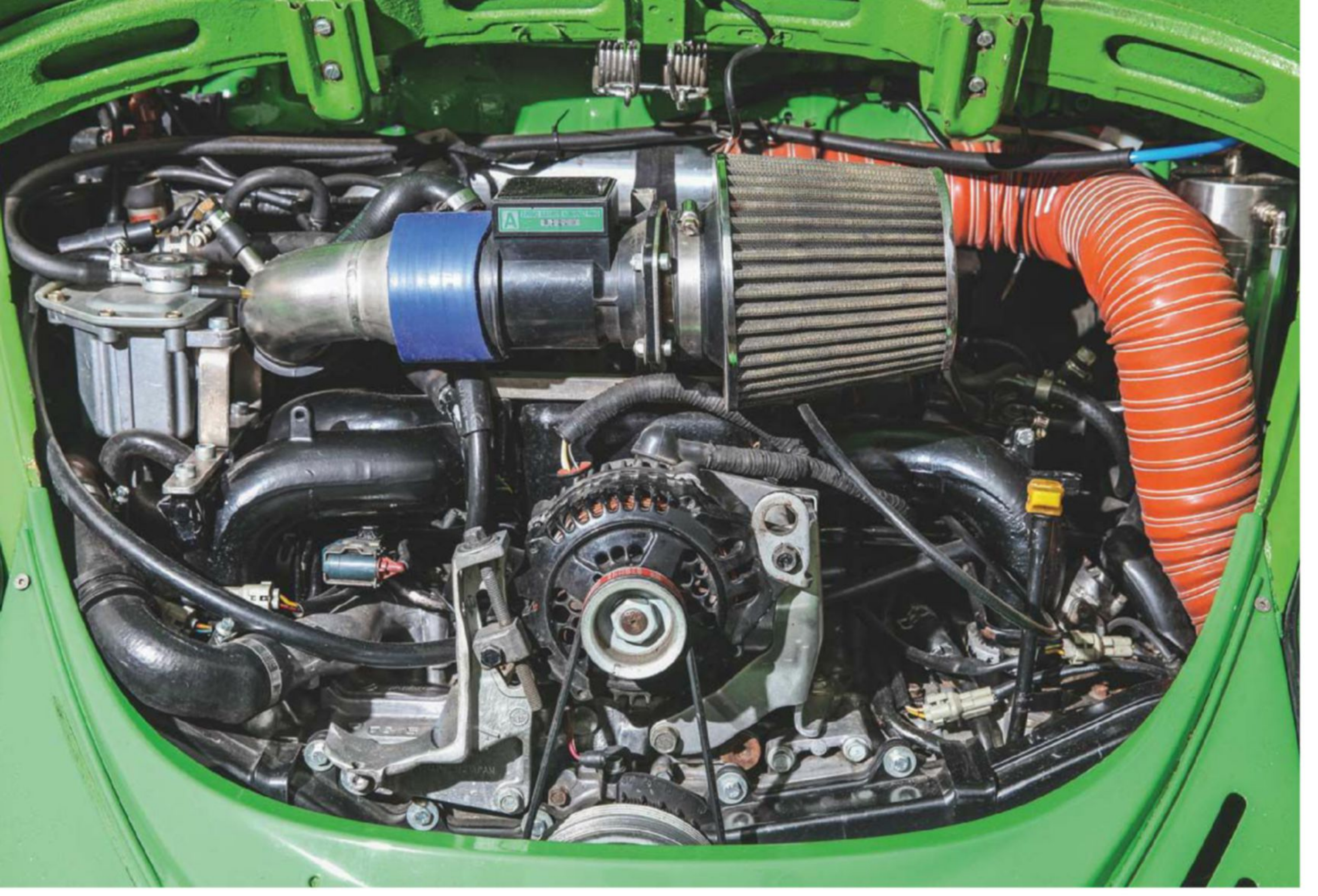
Words Georg Otto **Photos** Sven Zimmerman

Early, very early Sunday mornings are the time for Michael Zehles. When the first rays of sun announce the new day, the garage door opens and the emerging light uncovers a stocky Beetle silhouette. That is when you will find the family man slipping behind the Raid sports steering wheel, sitting down in a carbon fibre seat, fastening his shoulder harness and turning the ignition key. For about a second there is nothing to hear but the buzz of an electric fuel pump, then all of a sudden the beast in the rear awakens. It sounds familiar, but not quite like your run-of-the-mill Type 4 engine, which you might expect to find in a German Look Beetle like this. The sound is more hissing, more aggressive. “That’s because it’s not air-cooled any more,” clarifies Michael. “I used to have a 2.6-litre Type 4 engine in it, complete with 48IDFs and all the bells and whistles, built by a well-reputed expert. It took me ages to save up the money for it and it cost me a small fortune but I was happy, having fulfilled my long-cherished dream. Sadly, though, the engine blew up after a short period of time and I had no financial reserves to have it rebuilt.” So the freshly finished Beetle was returned to the garage, condemned to wait for a new lease of life some day.

All that happened in 2003.

Five years prior, the old Volkswagen was nothing more than a tired, ’73 semi-automatic ‘stick shift’ Beetle.

mbt
construction



Michael gave the Subaru EJ20T engine a little tune up before he put it into his Beetle and it now produces an easy 265bhp with no significant effect on reliability

“Most people use Super Beetles for their German Look projects because of their front suspension struts, but I don’t like the look of their front end,” continues Michael. So the 55-year-old Volkswagen fan chose a regular Bug with a traditional beam axle instead. “I also checked the usual magazines for another body, as the one from my car was too far gone. Finally, I found an almost rust free Mexican Beetle body, which I modified with a pre-’67 bonnet and engine lid. The latter used to belong to a friend of mine who punched the louvres in there as his journeyman’s piece. I just added the ’58 number plate light. Four pre-’67 wings were purchased too, and the rear ones were fitted with extra openings for better brake cooling.” When we asked Michael why he didn’t just buy a pre-’67 Beetle in the first place, he answered with a smile: “Well, it was 1990 when I built that car, and back then it was a common thing to convert later Beetles to the pre-’67 looks. Rust-free late bodies were easier to get than early ones! And today it really doesn’t matter as this car is so far away from being stock anyway…” After the two or three small rust spots were replaced with some new sheet metal, our man started preparing the body for a new colour. “I am a painter by trade and had the chance to use the facilities in the company I worked for. That made it all a lot easier for me,” he reveals. The shade Michael chose is Kawasaki green, what you might call a high impact colour. “It doesn’t hurt if a fast Beetle wears a bright colour. This way other road users watch out, when they see you coming closer in their rear view mirror – fast!” In contrast, he sprayed the bumpers, trim, handles and Kamei front spoiler satin black.

> “An attractive way to get some serious power, combined with longevity”

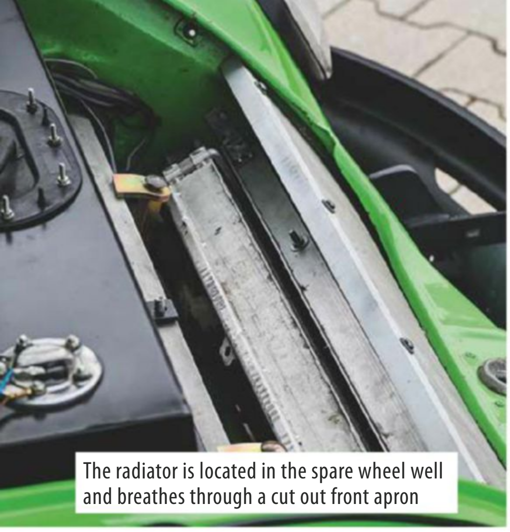
TECH INFO

BODY: ’73 semi-auto Beetle with Mexican ’shell and pre-’67 panels; Remmele roof spoiler

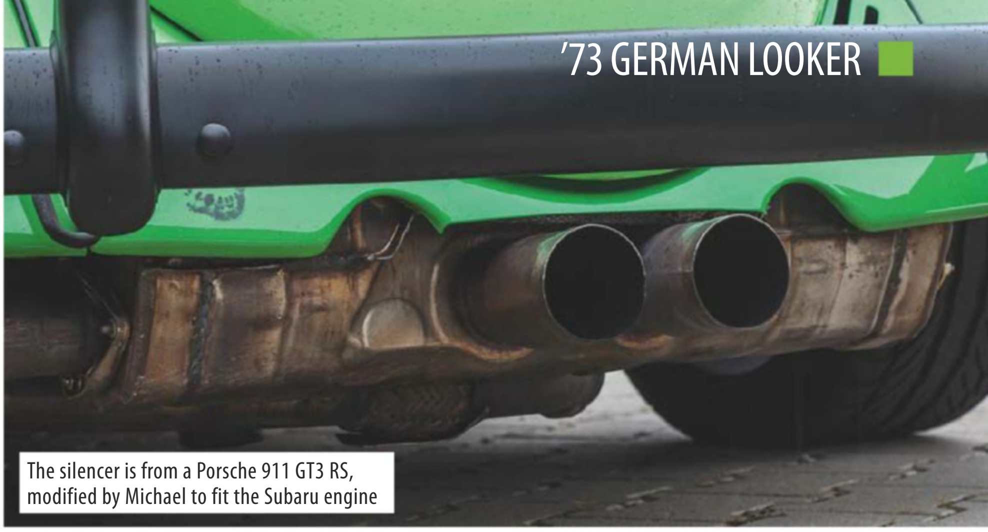
ENGINE: Subaru EJ20 turbo; 1994cc; ECU re-map; modified intake; boost upped to 1.5bar; custom-made header with 911 GT3 silencer

SUSPENSION: MBT front beam with adjustable coilovers; custom made stub axles; IRS rear with MBT uniball joints; coilovers; CSP torque bar; 322mm Porsche 993 Turbo brakes with aluminium-ceramic discs; 4-pot calipers all round

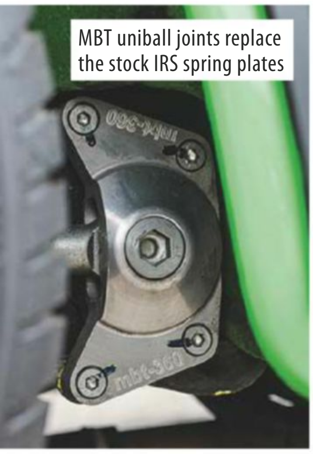
Black is also gracing the chassis, which had to undergo as many modifications as the body, maybe even more. Remember, this car has been built to be a pure driving machine. Up front, Michael used a stiffened beam from MBT-Construction, but without the stock leaf springs. They were replaced by adjustable coilovers. The stock steering box had to go, and rack and pinion steering now provides infinitely better feedback. Another improvement is the 19mm anti-roll bar, which helps reduce body roll during fast cornering. “By the way, do you know what’s important, if you want to go fast?” asks the German. “It’s not the engine, it’s the brakes. They give you the confidence to push the car harder, and can save your life, too.” Now that doesn’t mean working with some regular-sized discs, just drilled or slotted or something. No, he went all out and adapted a Porsche 993 Turbo brake system to the car. Actually, it wasn’t him, though he did install it all. Oliver Mauzick, the man behind MBT-Construction, provided everything except the discs themselves. The Beetle’s brake system now consists of 322mm x 32mm vented aluminium-ceramic discs, with 4-pot fixed calipers attached to custom-built stub axles for the front. The rear discs are of the same material and diameter, just slightly thinner at 28mm. A Porsche master cylinder, fluid reservoir, and custom made handbrake cable conduits complete the set up.



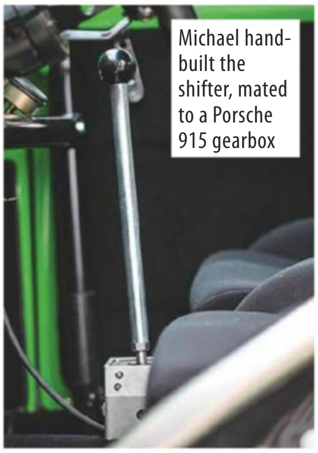
The radiator is located in the spare wheel well and breathes through a cut out front apron



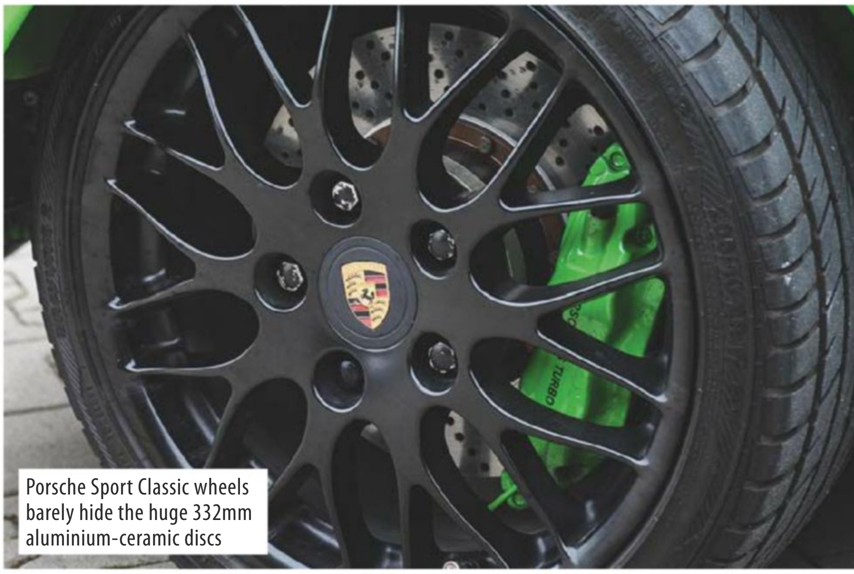
The silencer is from a Porsche 911 GT3 RS, modified by Michael to fit the Subaru engine



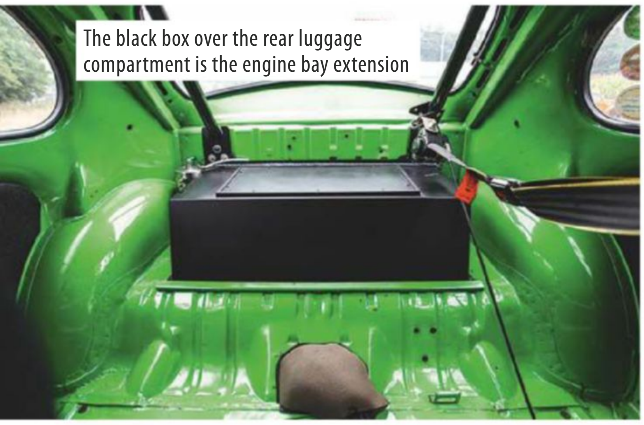
MBT uniball joints replace the stock IRS spring plates



Michael hand-built the shifter, mated to a Porsche 915 gearbox

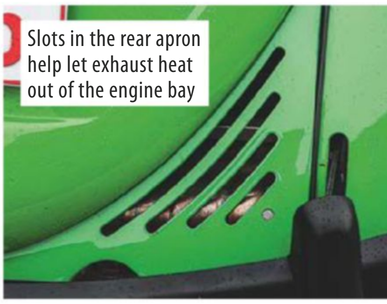


Porsche Sport Classic wheels barely hide the huge 332mm aluminium-ceramic discs

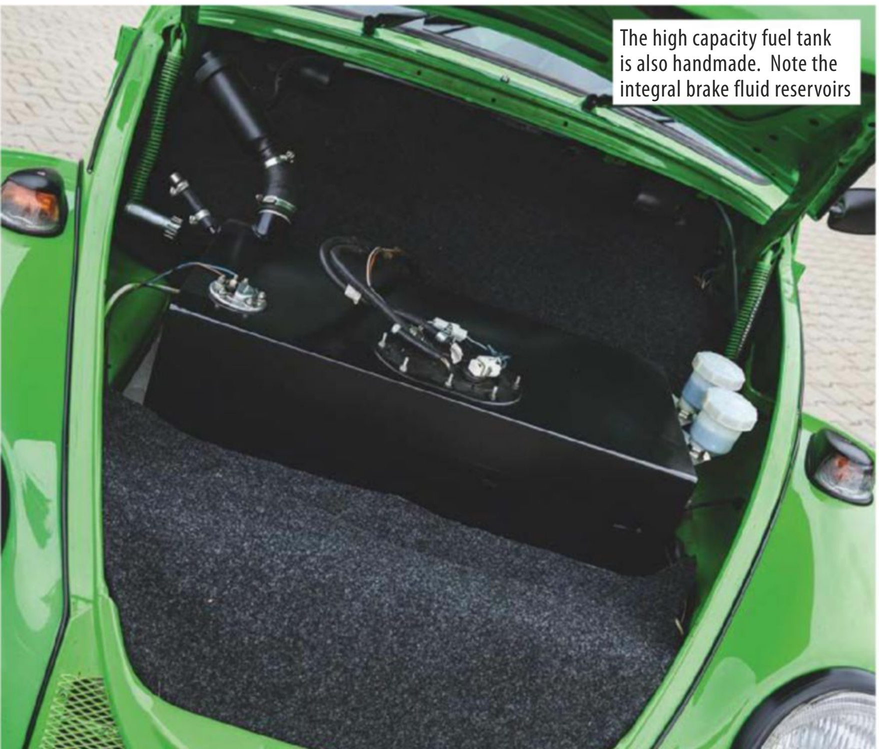


The black box over the rear luggage compartment is the engine bay extension

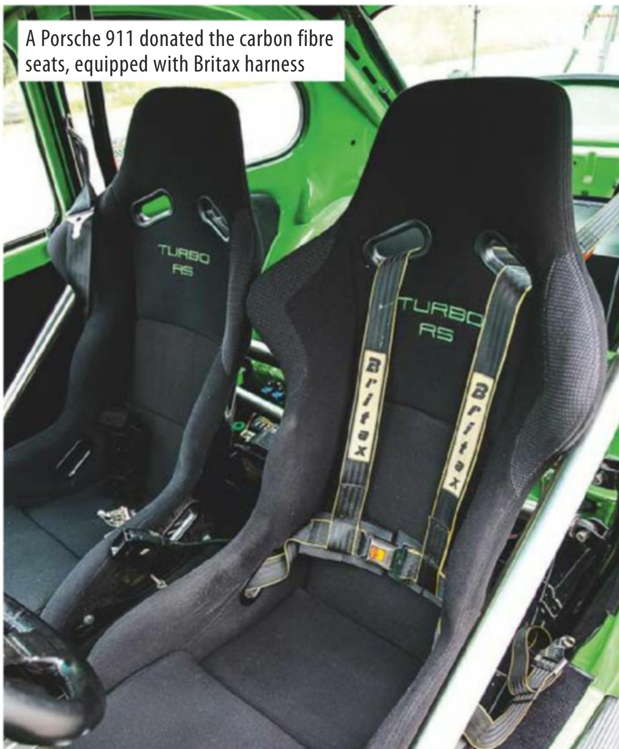
Roof spoiler is a funcational part made by German-style legend Remmele Motorsport



Slots in the rear apron help let exhaust heat out of the engine bay



The high capacity fuel tank is also handmade. Note the integral brake fluid reservoirs



A Porsche 911 donated the carbon fibre seats, equipped with Britax harness

“It handles like a Go Kart and really surprises 911 Porsche drivers”

8 and 9 x 17-inch Porsche Sport Classic multi-spokes are shod in 205/35 and 235/40 Dunlop tyres. Painting the wheels satin black ties them in nicely with all the similarly painted trim parts

Michael added flip switches for ignition and the electric fuel pump, plus a kill switch

Radio? Who needs a radio? Though it has carpets in the front, there's no doubt this car's intent as a pure driving machine

Beware, though, you won't find this combination at your local Porsche dealer. The discs are from a company called Atwantec and at the time of fitting were prototypes, which differ in size and material from the production parts. "I love them. When you park the car with hot brakes, it's a matter of just 50 seconds before you can touch the discs without burning your fingers," explains Michael.

Stick shift it to the man

As we said earlier, the Beetle was originally a semi-auto', which means it came with IRS from the factory. That suited Michael's plans for the suspension, though the gearbox itself was discarded in favour of a Porsche 915 'box. This 5-speed transmission was built in several variations between 1984 and 1987 and Michael chose a model with a 35% slip differential and 108mm CV joints, which bolt up to heavy duty Porsche driveshafts. Michael also relinquished the stock torsion bars and spring plates and used MBT-Construction uniball joints instead. With coilovers replacing the regular dampers and a CSP torque bar kit, the complete rear suspension is now adjustable.

It may not be VW powered any more, but Michael says that has done nothing to detract from the enjoyment he gets from driving his über Bug

A homemade rollcage adds stiffness to the 'shell and protects the passengers in the case of an accident, while two Porsche carbon fibre seats and Britax shoulder harnesses hold them in place. You won't find a rear bench, as this Beetle is a Spartan street racer for two. An array of gauges are arranged in the driver's field of vision, primarily an Auto Meter rev counter, Porsche 240km/h speedo and a VDO combined oil temperature and pressure gauge. Additional gauges monitoring fuel, water temperature and boost levels are off to one side. The tall, short-throw racing shifter is located in the best position for Michael to make fast, positive shifts.

Out of sight, out of mind

So, how did the engine story end? we asked. "I was pretty devastated after the engine failure. The engine builder said it was my fault, I said it was his, and so on. Bottom line: I neither got money nor a new motor. You can imagine how disappointed I was, so I locked the car away, out of sight, out of mind. Years later, my good friend and fellow VW nut, Ulli Heckmann, said I really should put the mean green machine back on the road. It took me a while to make up my mind, but then I was at it again, only this time with a new concept." Michael had been reading about Subaru conversions and decided this was the answer. "It is an attractive way to get some serious power, combined with longevity and suitability for daily use," he explains. "And you still get a boxer engine." So he bought a used, 1994cc, EJ20 turbo motor, well known for its durability. With a re-map and the boost turned up from 0.8 to 1.5bar, it easily produces 265bhp. The only modification he had to make to put the new powerplant in his Beetle was to extend the engine bay by cutting the firewall and constructing a box on top of the rear shelf. Naturally, he also needed a radiator, which now resides in the former spare wheel well, plus pipework to and from the engine. Oh, and a new exhaust, which he made himself Subaru parts and a Porsche 911 GT3 silencer. "Exactly 10 years after the Type 4 died, the Subaru turbo awakened," remembers Michael. "Since 2013 I have put a lot of miles on the car with no problems and am now able to really make the most of all the other modifications I have done to the car. It handles like a Go Kart and really surprises 911 Porsche drivers. Let's just say I have been enjoying it to the full!" Now that sounds like a reason to get up early on Sunday mornings for the rest of your life, doesn't it? ■

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GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

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BIG BORE RED ENGINE *DIY PRICE: £1049*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

BIG BORE PLUS

As above, but built with a brand new crankcase.

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BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

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BIG BORE SUPER STREET PLUS

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Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

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1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

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NEW!

GREEN ENGINE *DIY PRICE: £999*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.

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New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

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New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

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Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

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BIG BORE TRANSPORTER 2400cc

In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

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New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

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Spring is just around the corner

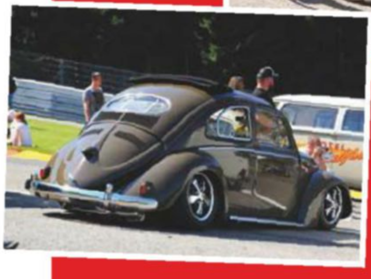
Happy Christmas and a merry new year from The *VolksWorld* Show crew. As spring approaches, the show grows ever closer and more detail is finalised every day, so keep an eye on the website and our facebook page to find out the very latest news. If you are planning to come for the weekend, remember to book your camping tickets now as space is limited and we always sell out

Top quality show cars

We have had some great show vehicles apply for the 2016 show and are confident of having one of our best collections ever. Sourced from all over Europe, this mouthwatering line up will have something to please everyone

^ The Grundman's 1943 Kdf Beetle, fresh from a nut and bolt restoration

^ It doesn't get much lower than sitting on the ground. The Foxton Park Panel will be just one of the cool Buses gracing the show car area



^ From Germany, 'Badass Betty' '59 Resto Cal Cab on RDWs is sure to be a real crowd pleaser

< From France, Kevin Villa's ragtop Oval runs air ride and a 2276cc engine. It blew us away when we saw it at EB-I and we're sure it'll have the same effect on you when you see it

Make a weekend of it

We have so much going on at The *VolksWorld* Show this year, so why not bring the family and relax, take your time and make a weekend of it? If you camp on site you get the extra benefit of quick access to the show, free indoor entertainment on Saturday evening, plus use of the golf course bar all weekend. If you don't fancy staying on site, you can take a five-minute walk and join hundreds of other VW enthusiasts at one of the many bars and restaurants that Esher town centre has to offer. Buy your camping tickets today as they always sell out

Clubs: Beetles to Buses and everything in between

Clubs are at the very heart of this event and help give The *VolksWorld* Show its unique atmosphere. This year we are pleased to welcome a selection of new clubs that join some old friends. The club displays always offer a diverse mix from concours-quality stockers and customs to built-at-home specials restored on a budget, and everything in between. Come and join in the fun, have a beer and listen to some cool music. If you're not in a club, this is the place to find one that suits you and join up on the day? A full list of clubs attending can be found on the website

'Loadsamoney' for this lucky winner

Challenge the family, or your mates, to a race

Have a beer and catch up with old friends while listening to one of our bands

Club and car park show 'n' shine trophies

Pick up that hard-to-find part

It's fun all day long in the Kids' Zone

We match buyers and sellers at the show

Entertainment at this year's show

European swapmeet

The international indoor swapmeet is always one of the highlights of the show, with over 100 tables selling thousands of hard-to-find parts from all round Europe. If you would like to book a table, call Ben Foster on 0208 726 8336. Tables cost £100, which includes two weekend tickets to the show

Free poster

Remember to collect your poster of Andy Bugs' Powerhouse Split pulling this awesome wheelie

Kids' Zone

We pride ourselves at The *VolksWorld* Show on keeping your little ones entertained, as well as you, and the Kids' Zone is a safe place for children to let off steam and have some VW-related fun. Entertainment includes a large soft play area, Lego tables, games, film shows, build your own Camper, colouring competitions and much more

Racing Campers

Complete your touch-screen registration, collect your personalised photo race licence then join seven others on the start line ready to compete over several laps of this testing course. Every race winner will receive a prize

Rothfink rock the club

With a fantastic line up of patina vehicles, complemented by some great music, this area will be a great place to chill and have a beer

Camping entertainment

There will be live music in the Golf Course Bar on the Saturday night, plus food to fill your tum

Win cash to spend at the show

VolksWorld Show sponsor, Carole Nash, will be offering three lucky winners each day £250, £150 and £100 respectively to spend at the show. If you win, you can splash the cash on anything that takes your fancy at the show, be it clothes, parts or a slap-up lunch for you and your mum!

Buy your dream VW at The *VolksWorld* Show

If you are looking to buy a VW, our cars for sale area in the front car park is the place to head. Alternatively, if you want to sell your VW, just turn up on the day and we'll direct you to the dedicated area, where you're sure to find a buyer

25 years of The *VolksWorld* Show t-shirt giveaway

In celebration of this milestone, we will be giving away a free t-shirt to the first 250 people through the door each day, so arrive early!

'Take the lead'

After the success of the Carole Nash spark plug challenge last year, the company are introducing a new challenge called 'Take the lead'. Intrigued? Head for the Carole Nash stand to find out what it's all about.

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Up-to-date trader list can be found at
www.volksworld.com/traders

Our sponsors

Second year, twice the fun!

"It's going to be a busy winter at VW Heritage as we decide how we can top *VolksWorld* 2015. David is investigating a couple of interesting vehicles and it's too early to reveal them, but what we can say is he's very excited! Barney, meanwhile, has big plans for a special, interactive display, and we have a certain itch to scratch for the foyer display, too.

"However the plans come together, we will give it our all, and are pleased to have been invited back as headline sponsor. We're aiming to make 2016 the best show ever!"

Vehicle insurance

"After a successful partnership in 2015, we are glad to return for our second year as one of The *VolksWorld* Show's sponsors. Why not pay us a visit (we are situated on the *VolksWorld* stand) and try your hand at our brand new competition 'Take the lead'? All we'll say for now is you'll need nimble fingers and a keen eye, and that Fuzz Townsend will be on hand to run proceedings. Whilst at the stand, make sure you enter our £500 cash giveaway, drawn each day around 2pm."

Britain's largest

VW Campervan hire company, CamperVanTastic, has everything you'll need for a great VW weekend away. Based in London, it has the largest fleet of VW California Campervans in the UK for hire, all fully equipped for your adventures in the UK and Europe. The company will be launching its 2016 fleet of VW T6s at the show, so make sure you check them out. If you can't wait for the show, go to www.campervantastic.com now to start your adventure.

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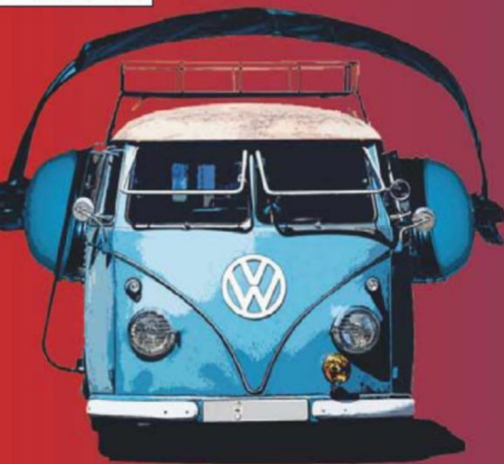

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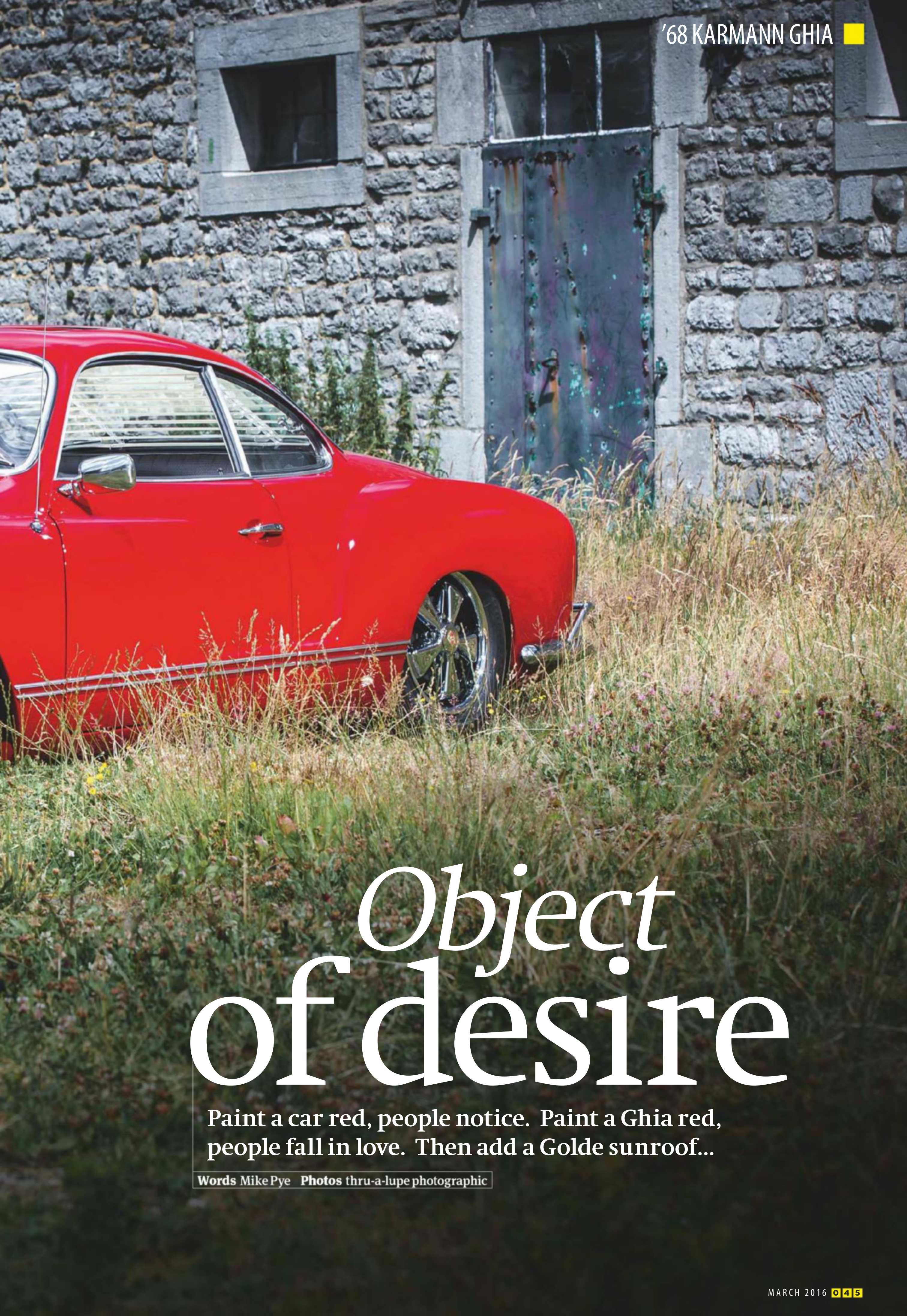
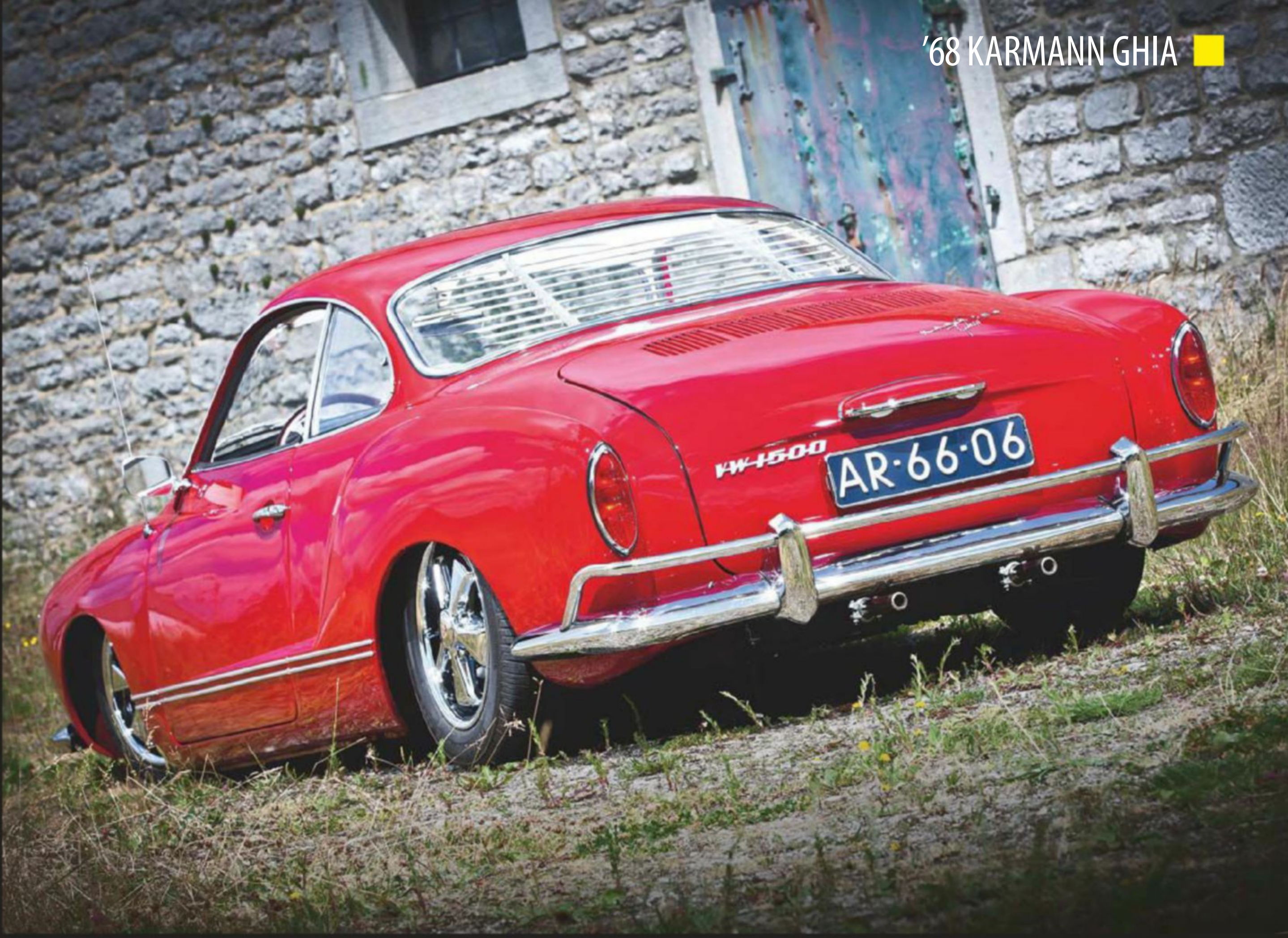


Object of desire

Paint a car red, people notice. Paint a Ghia red, people fall in love. Then add a Golde sunroof...

Words Mike Pye **Photos** thru-a-lupe photographic



Air shocks on the front get it this low, but the driving height isn't a lot higher

Ghia buffers might initially be thrown by the lack of an external fuel filler flap on this car and the painted dash, but one look at the black plastic safety dash knobs and the position of the ignition key will alert you to a post-'67 model year

One of the real pleasures all of us here gain from The *VolksWorld* Show is its ability to bring to the UK show cars and VW people that those not in a position to travel to Europe and beyond would otherwise never see. Much like if you attend every show on the UK calendar, if you travel the European VW circuit for a year, through Belgium, France, Germany and The Netherlands, for example, you'll bump into a lot of the same owners and the same vehicles at many of the shows. Those Brits who have discovered the joys of European VW shows invariably go back for more, and the same can be said of the UK shows for Europeans. Maybe it's just the thrill of the road trip, or the knowledge that you'll see something new, or a chance to meet up with VW friends you only see a couple of times a year. Whatever it is, we're proud that so many Europeans want to bring their cars to Sandown Park to display them for all of us to see, and we love the multi-national flavour it brings to the event.

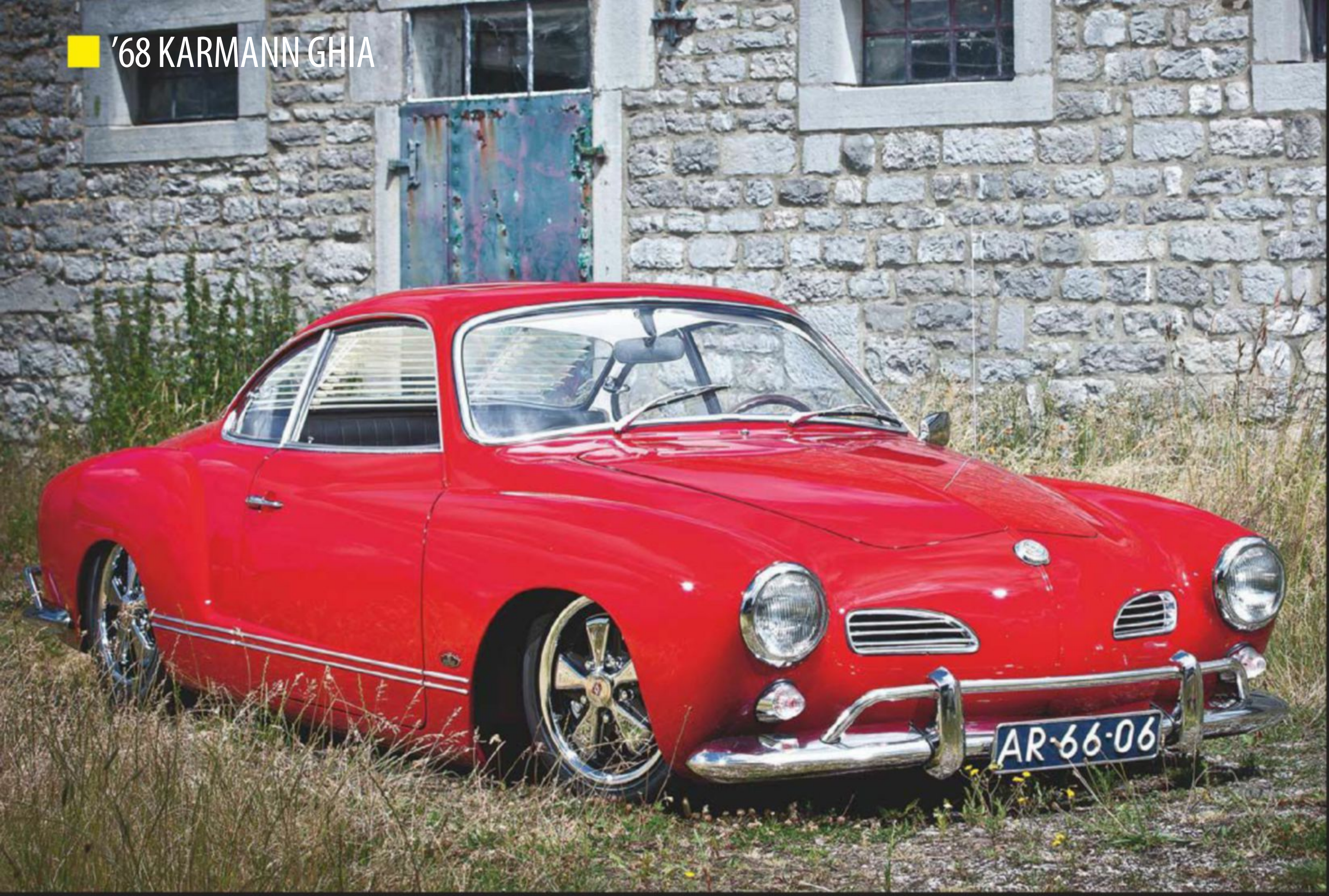
> "The car you see here is, in many ways, the perfect Ghia"

Last year, one of the real stars of the show was 28-year-old Dutchman, Michel Jansen's, '68 Ghia, so much so that we chose to place it front and centre as one of the first cars you saw when you came through the door. Here was a car we'd seen previously on one of our European tours – European Bug-In in Belgium, I think it was – and it had really caught our collective eye. And that from someone who is bored of Fuchs and doesn't like red cars! But I do like Ghias, and this car really did it for me, and everyone else on team *VolksWorld*, and the judges at just about every show Michel takes it to.

Personally, I've always preferred the styling of the '60's Ghias to the '50's or '70's ones. I'm not that fussy about specific model year, but I like the benefits you get on a post-'66 car and draw my line in the sand at August 1969. All that puts Michel's car firmly in my gun sights. You may well have different preferences. However, if there's one thing guaranteed to get every Ghia enthusiast hot under the collar it's the presence of a sunroof. If you spend a few minutes on the internet reading forum posts about Ghia sunroofs you'll soon see what I mean about the hot under the collar bit. The overwhelming consensus, though, is that a Golde sunroof is the pinnacle, and to many the steel sliding version is the most desirable of all. The reason being it's the same colour as the rest of the roof and fits perfectly flush when closed, so doesn't detract from the Ghia's sensuous curves. In short, the car you see here is, in many ways, the perfect Ghia.

Taking the plunge

Michel, however, was pretty new to VWs when he bought his car, and it's probably fair to say he didn't realise quite how desirable it was until he was a long way into the project. "I was always busy with cars and old motorcycles and engines in the family," explains Michel, "but four years ago my good friend, Patrick Raafs, asked me if I wanted to go to EB-I in Chimay with him. My dad told me before I went that I would come back wanting a VW. He was right." It took some time for Michel to pluck up the courage to take the plunge, but in those few months he spent a lot of time on the internet looking at pictures and videos and working out what VW he wanted. "I decided I wanted a pontoon Type 3 [that's a Type 3 Razor Edge to you and me]. I'd seen one that RadikalBugZ had for sale – it just needed to be lowered and narrowed – but Patrick warned me off, saying parts were difficult to get and very expensive (he has a



It's a classic look, but it looks so good. In this case they're 4.5 and 5.5 SSP chromed Fooks, detailed in a stock style by Air Mike in Belgium, wearing 145/65 and 185/65 Bridgestone rubbers

Type 34 himself). He suggested a Karmann Ghia was something for me."

A week of intensive searching on www.marktplaats.nl later, Michel had narrowed his search down to a few Type 14 Ghias to go and look at. By the time they'd looked at the third one, in a village called Bakel in the south of the country, Michel was the owner of a 1968 semi-automatic Karmann Ghia. That was in October 2011. It must have been a pretty good one right, if he didn't even bother looking at the rest of the cars he'd arranged to see? "The car was parked in this guy's back yard," remembers Michel. "It was in really bad condition, so in the end I had to pretty much buy two cars just to make one good one." Oh dear.

Air of optimism

Buoyed up by excitement, and at this point undaunted by what lay ahead, Michel and Patrick steamed straight into the restoration, stripping the car down to a bare 'shell to assess what needed doing, Michel figuring he'd definitely be at the next Bug-In in his new purchase. The more he started researching the parts he needed, the more he was convinced he had bought the right car, even if it did need a lot of welding and repair work. "To begin with I was worried how rusty the car was, and how much it was going to cost to restore, but people kept telling me how rare the Golde sunroof was, so I knew the car was worth doing. I just didn't know how long it would take, and how much money it would cost!"

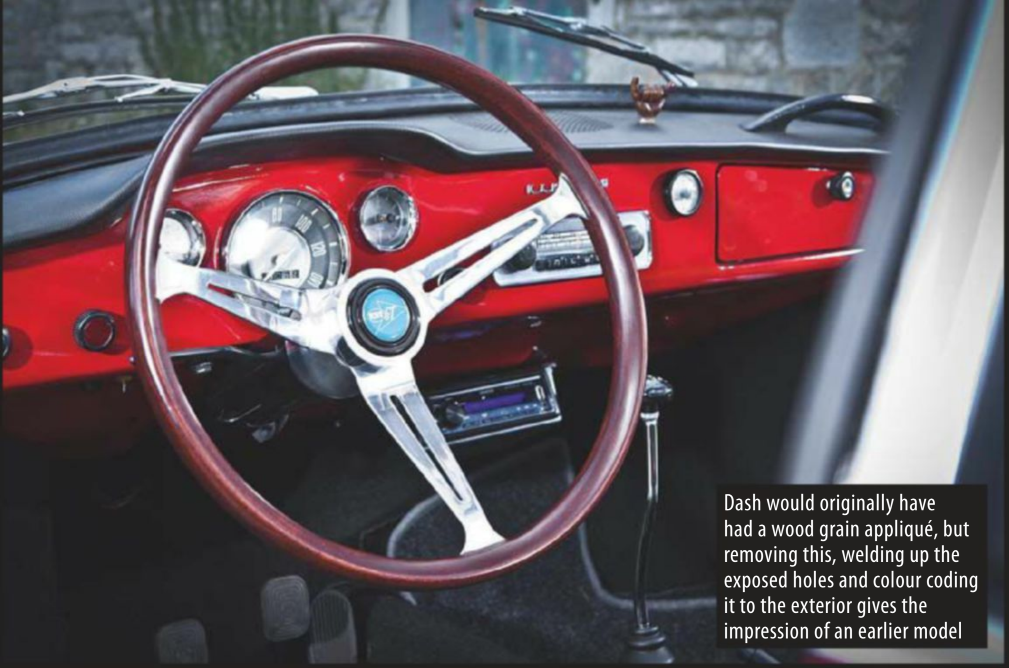
> "People kept telling me how rare the Golde sunroof was"

With a firm idea in his head of what he wanted the finished car to look – though at the start not a definite idea of colour – he began buying the bits he would need to effect its transformation, while Patrick started on the extensive welding work. New floorpan halves went in first, along with a clutch cable conduit and a replacement set of pedals – remember this was originally a semi-auto' car – and then it was onto the extensive metalwork on the body. Sensibly, Michel had the car blasted twice, the first time just around all the edges, which showed up any rust and previous damage repair in the sills, door shuts, inner wings around the front end... all the usual Ghia rust traps and accident hot spots. Doing it this way meant the main body of the panels were left in protective paint while it was being restored. Only when the replacement nose panel was welded into place, the spare wheel well repaired, the heater channels made good once again, the fresh air ducts rebuilt and all the other smaller areas repaired was the 'shell blasted a second time, completely, and then put straight into a protective coat of epoxy primer, ensuring the least possible risk of rust forming beneath the paint. Likewise, the repaired floorpan was blasted and immediately primed and painted in 2-pack black.

TECH INFO

BODY: 1968 ex-semi-automatic Type 14 coupé
ENGINE: 1585cc Type 1; Engle 100 cam; 123 Ignition; ported and polished heads; dual 34ICT Webers
GEARBOX: AT code IRS with tall fourth gear
SUSPENSION: 4-inch narrowed beam; dropped spindles; Volksprojects front air shocks; two outer spline rear drop
WHEELS AND TYRES: chromed and detailed 4.5 and 5.5 SSP Fooks; 145/65 and 185/65 Bridgestones

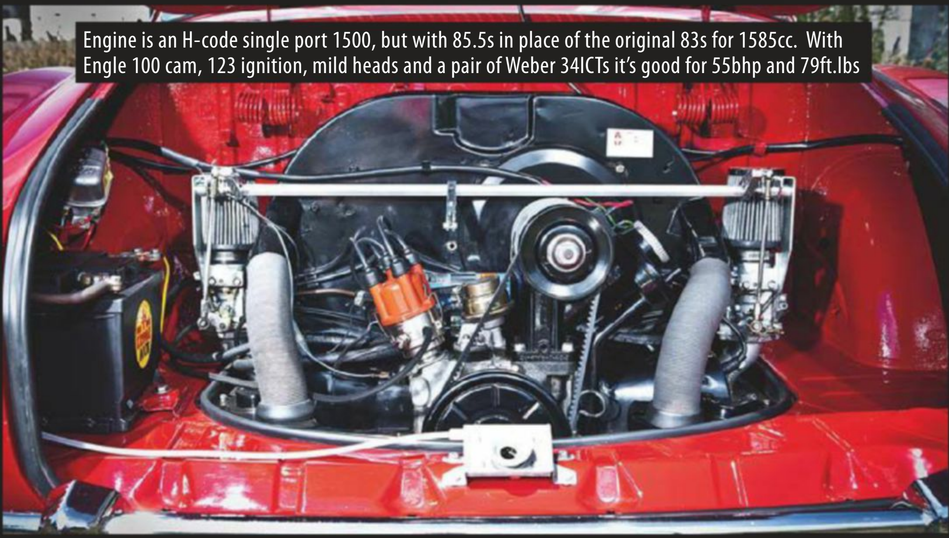
By the time all this was complete, Michel had amassed quite a collection of goodies that would turn his car from a desirable stocker into the more contemporary image he had in his head – a four-inch narrowed front beam, dropped spindles, front air shocks from Volksprojects, Porsche 5 x 130 PCD disc and drum brakes, a rebuilt manual AT-code IRS gearbox with a tall fourth gear, a Flat4 GT steering wheel, Vintage Speed shifter and a set of five chromed SSP Fooks in 4.5 and 5.5J sizes. Before any of that could be fitted though, there was the small matter of colour to decide on. Michel: "Colour is always a difficult decision, but especially with red. I



Dash would originally have had a wood grain appliqué, but removing this, welding up the exposed holes and colour coding it to the exterior gives the impression of an earlier model

The innocuous little handle that turns a cool car into a really cool car

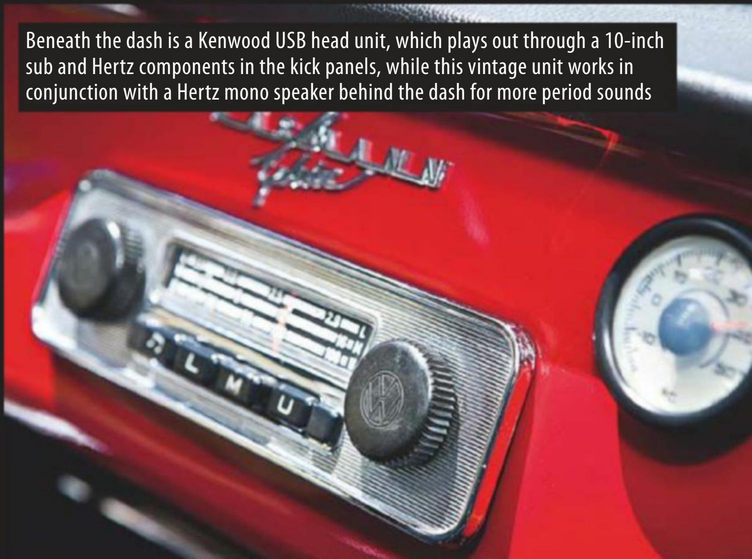
Venetian blind takes the heat off back seat passengers in the sun



Engine is an H-code single port 1500, but with 85.5s in place of the original 83s for 1585cc. With Engle 100 cam, 123 ignition, mild heads and a pair of Weber 34ICTs it's good for 55bhp and 79ft.lbs

The quality of the paint on this car is evidenced by the reflection in the underside of the bonnet

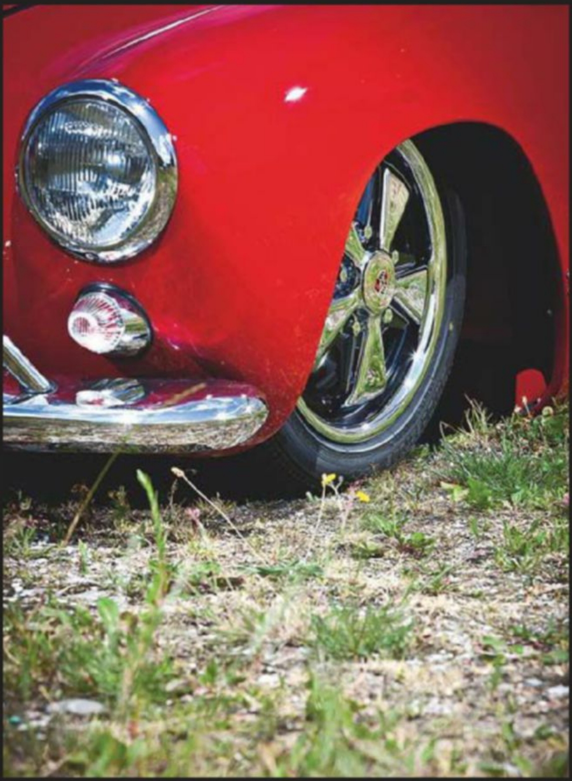
Fabric sunroofs may be the hot ticket on Beetles, but on Ghias it's a steel



Beneath the dash is a Kenwood USB head unit, which plays out through a 10-inch sub and Hertz components in the kick panels, while this vintage unit works in conjunction with a Hertz mono speaker behind the dash for more period sounds

"People often ask how I drive the car this low. I just smile..."

^ Not bad for your first VW, eh? If any of our first VWs had been even close to this cool we'd still have them today!



> A nip and a tuck, that's what it's all about these days. In this case it's a four-inch tuck

looked all over the internet, but looking at colours on a computer screen is very tricky, and risky. But then my wife and I were at a VW event and we saw a Bay Window Bus and the colour looked great. I asked the man for the code and then gave that to the painter [it's L31H Chianti Red if you're interested]. After he had painted a piece of sheet metal for us to look at, I said yes, and it came out great."

After that, it was a three-month thrash to re-assemble the car in time for Le Bug Show in Spa Francorchamps in 2014, but with everything in place to do it, right down to having the started motor and generator overhauled while the body was away being painted, there were no unexpected hold ups, other than those annoying ones created by poor fitting rubbers and reproduction parts.

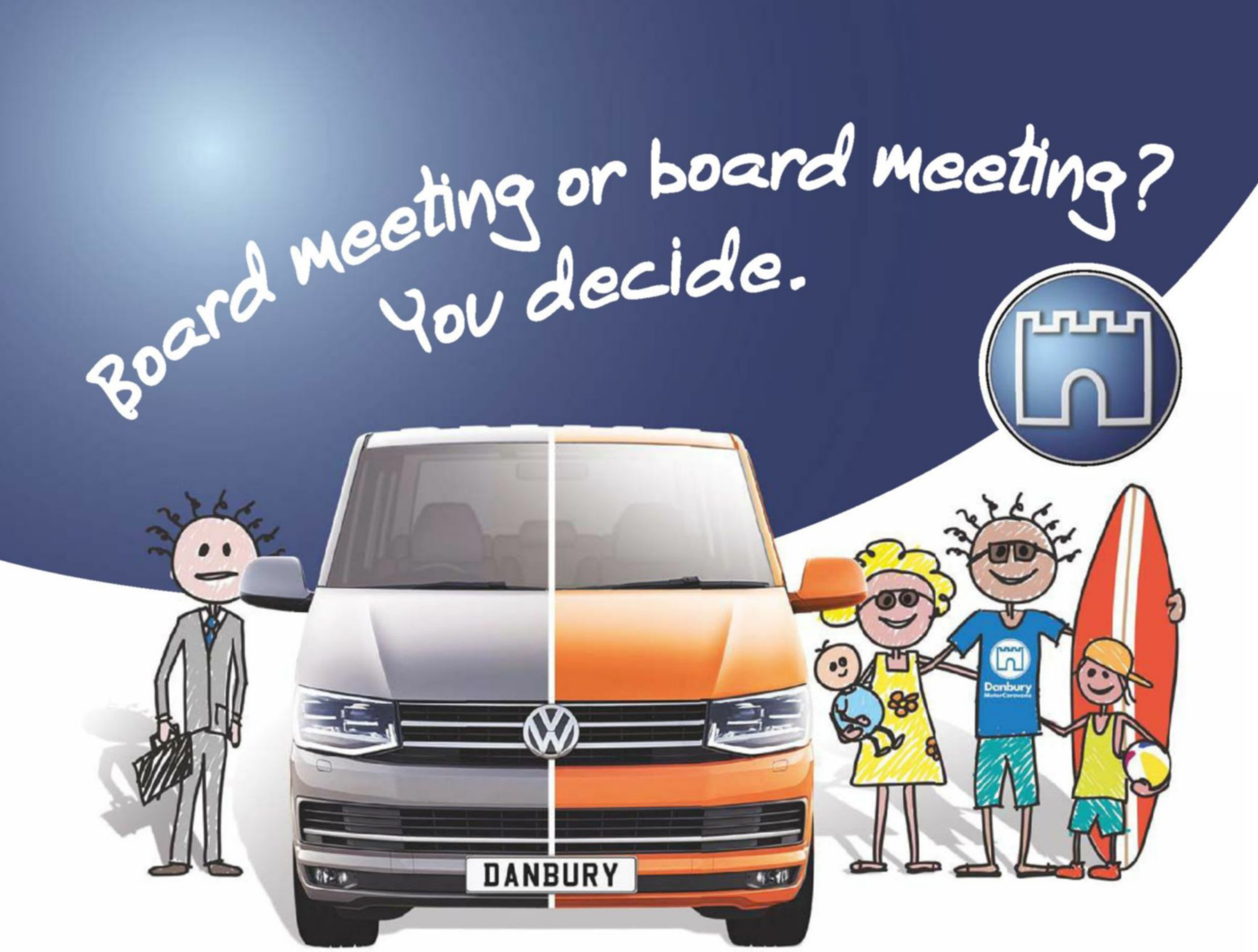
Stop and stare

"After so long welding and collecting parts, that first drive was a really great experience. It drives really well with the air shocks on the front, and I love how it looks when it is parked. People often ask how I drive the car this low. I just smile and raise the front just a little bit to drive off. If it is people who don't know cars they just stare with an open mouth!"

In the end, the restoration took three and a half years, and consumed significantly more euros than Michel first anticipated, but the end results speak for themselves, and awards such as Best Ghia at EB-I, a Top 20 at The *VolksWorld* Show and several Best of Shows at more local shows in The Netherlands prove his efforts, and those of all the friends that helped along the way, were far from wasted. "At times I was working on this car two evenings a week and every Saturday, sometimes travelling in the night to collect parts and keep the project moving. The culmination of all the work was the wonderful experience of visiting The *VolksWorld* Show in Esher. In one word – brilliant! Now, hopefully I have years ahead of me to enjoy the car with my friends and my wife, Britt, and my new son, Mex."

Asked if there was anything further Michel wanted to do to the car he was quick to respond: "Yes, I'm already working to collect the parts for my quick 1915cc engine with 48IDA Webers. The car is great, but it definitely needs to be faster!" ■

Thanks: Patrick Raafs and Erik Spierings for the restoration work and wiring, Martien van den Eijnde for the paintwork, Martijn Cornelissen at Ultimate VW for the engine rebuild, Henk de Hoog, Paruzzi and Fred Sijm for parts, Matt Brighten for the gearbox rebuild, Baumler Sambeek for generator / starter overhaul, Jan Wonders Veghel Jets, Johan van Dijk, Phoenix Coatings in Venray, Hot Rod Doesburg and all the other people that helped me along the way that I forgot!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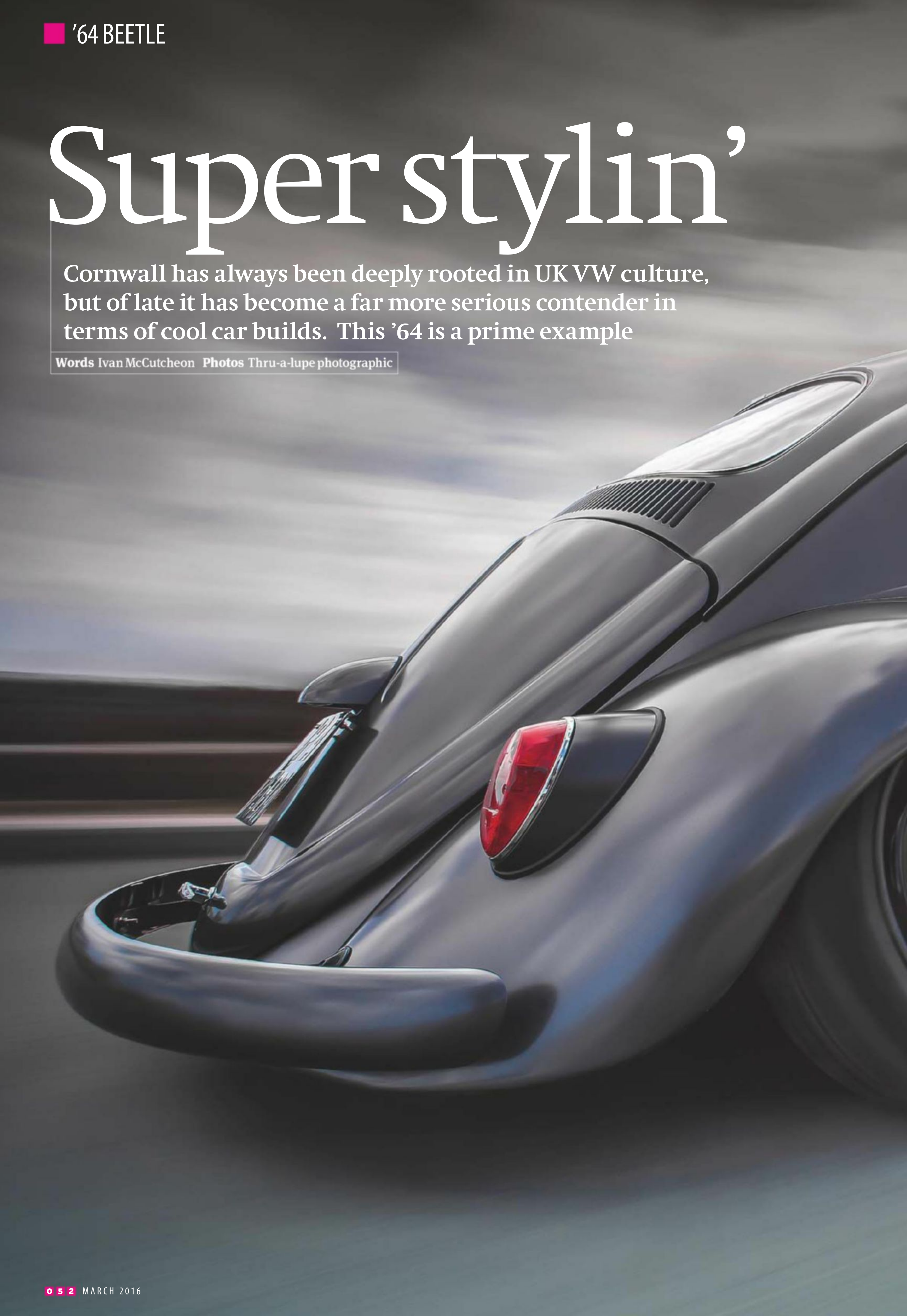


Super stylin'

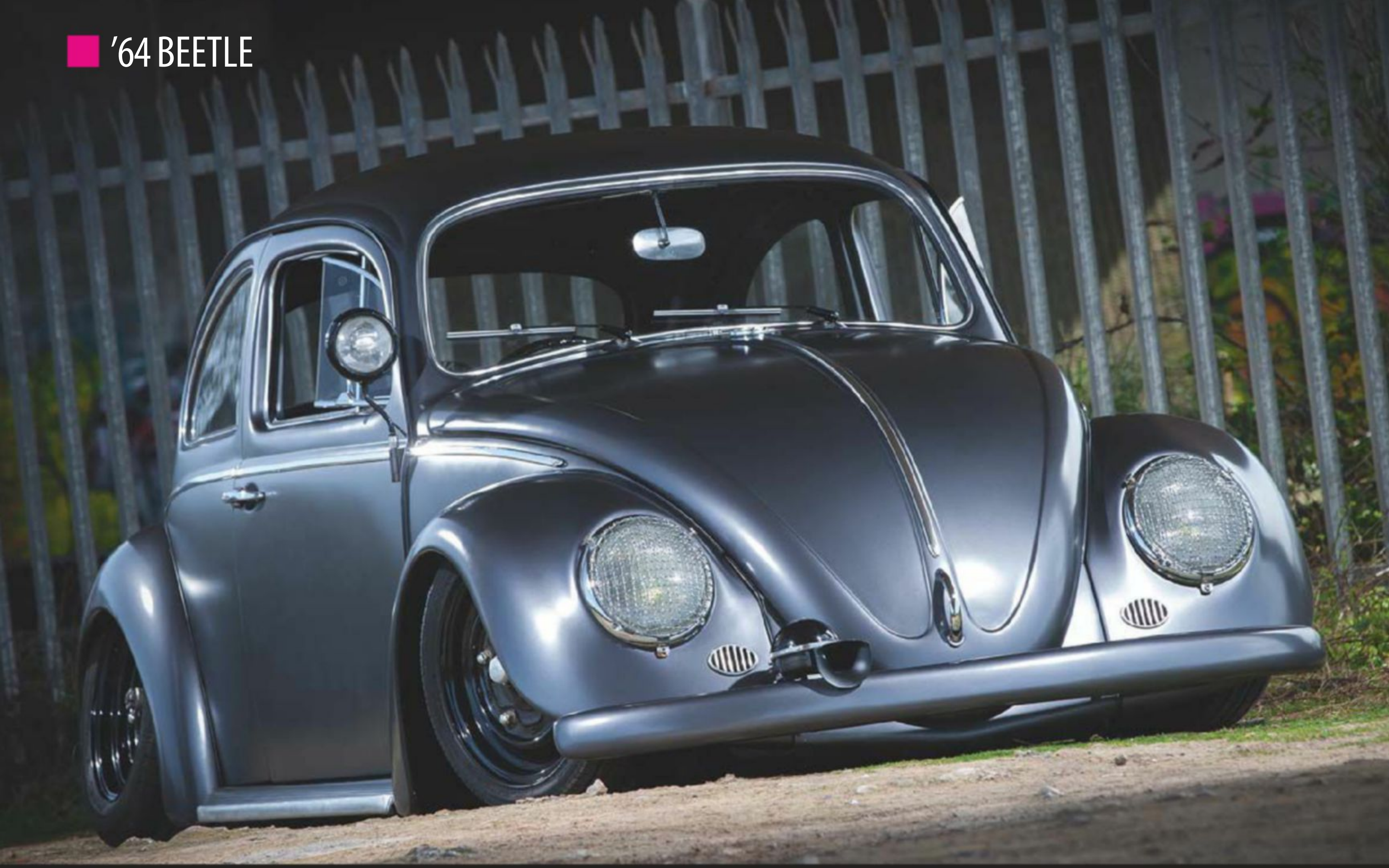
Cornwall has always been deeply rooted in UK VW culture, but of late it has become a far more serious contender in terms of cool car builds. This '64 is a prime example

Words Ivan McCutcheon **Photos** Thru-a-lupe photographic

Let's get the important stuff out of the way. We think this '64 is a hard-hitting ride! The fact the guy behind is just 22 years old, and did the lion's share of this build himself, has got me buzzing about having the privilege of relaying the following story. Ashley Williams from Redruth, Cornwall has earned this feature, and then some. He's massively into VWs and has invested an OCD level of thought into the style and details that, together, brought to fruition a cohesive look.

The outcome of the interview, well more like mutually enthusiastic chat, was that I was reminded of my own VW builds when I was his age. His stories really brought it all back, and as I had been through it myself (yes, before anyone mentions it, it was a very long time ago) I knew exactly what Ashley had to invest to turn out such a belter. The difference is, and it makes this story even more inspiring, unlike myself who had to graft, scrimp, hustle and live off Pot Noodles to pay for stuff like bodywork and paint, he did it all himself. Skills!

Ashley has always been into cars. You know the



Paint is Audi Daytona Grey with a satin clear coat. Note the Thump! Thump! -style smooth, body-colour blade bumpers with integral bolts

score – little boy pushing Matchbox toys around the bedroom floor going 'brum, brum, brum' – but he moved on to fiddle around with real ones by the time he was 12 years old. He was out of the school gates as soon as he was 16 and went knocking on the door of a custom and stock restoration body and paint specialist called Autostyl. Anthony Fryett's company is based in Chacewater, just outside Truro, and has turned out paintwork good enough to win awards at The *VolksWorld* Show in the past. The company doesn't work solely on air-cooled VWs, but have painted many and certainly know how to do them properly. Anyway, Anthony saw the potential in Ashley and, after a period of work experience, took him on as his apprentice. Ashley explains: "Having started doing one day a week work experience at 16, to doing a 2½-year apprenticeship, welding, panelbeating and working on air-cooled cars most of the time, I gained a wealth of knowledge." Guided by his mentor, Anthony, he became proficient in all areas of automotive body restoration, and went on to become a full-time member of the team. We don't need the assistance of a psychiatrist to understand what catalyst lead Ashley to crave to build a car himself, it's obvious.

> "Pretty much all of my time was either working, working on the Bug or sleeping"

Squirrelling away every spare penny he could, he eventually had enough to go out and buy a car. The one he settled on was found in March 2011 as an unfinished project. The story he was given was it had been half-finished in the early '90s. The bodyshell had been restored by Porsche in Reading, but the panels had been left in bare metal, so needed a lot of work. He didn't buy it from the person who had originally had the work done but, whoever that was, clearly planned something a bit special, as a Porsche 356 engine had been rebuilt to go in it and could have been purchased at additional cost. Ashley had to pass on this though, as he simply couldn't afford it, so just returned home with the rolling, unfinished, engine-less '64 Deluxe. Although the bolt-on panels had never been painted, the body itself had been painted in VW Java Green, with the quarter panels done in cream. Well, it was *en vogue* at the time.

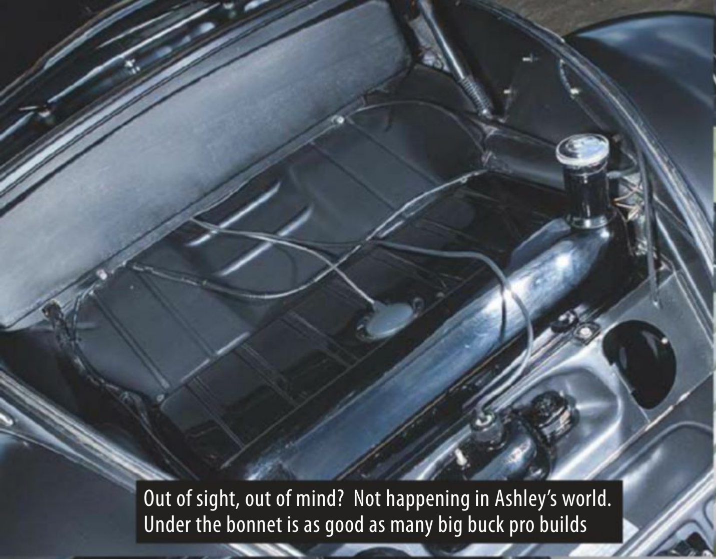
Let's get it on!

Now Ashley had his project, he could start work. Saying that, he could only carry out work on his own car after his working day had ended. His life was easily filed under three main headings. "Pretty much all of my time was either working, working on the Bug or sleeping," he recals. We're sure there was also a large amount of thinking going on in his head, as the car certainly didn't end up looking like one of those unharmonious spectacles of incompatibility that stand out for the wrong reasons at VW shows. This car was destined to work from the start, and to do so requires more than a mail order delivery of fancy adornments shrink-wrapped onto cardboard. It's nothing to do with Ashley's age, it's all down to having good taste and being able to visualise the end result before starting.

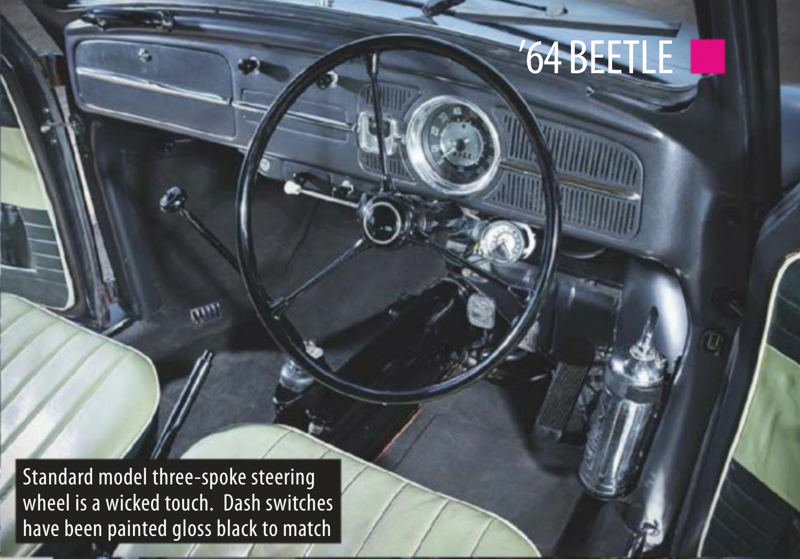
We should also add a further ingredient into the pot, as Ashley has pulled a rabbit out of a hat by not following a tried and tested format. Instead, what he did was simple – he did what he wanted to do and what he knew would gel.

First, there's the bodywork. It's stock with all the brightwork and trim, but with colour-coded blade bumpers without overriders. "Oh, and also smoothed bumper bolts. I welded them into the back of the bumpers before colour coding them," Ashley informed us. Then there's the paint, which was a team effort at Autostyl involving Ashley, Anthony and Simon James. Ashley clearly looked to the contemporary semi-gloss offerings from the likes of BMW and Mercedes for inspiration, and decided on Audi Daytona Grey with a satin clear coat. But this was only done after he'd carried out work such as welding on a new

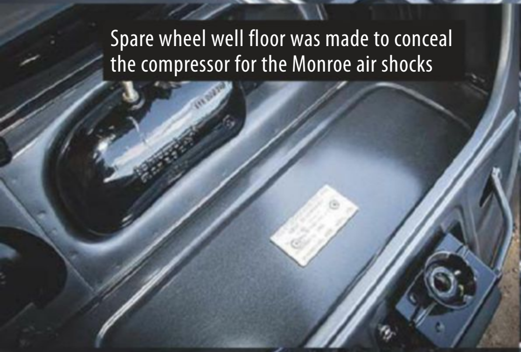
>



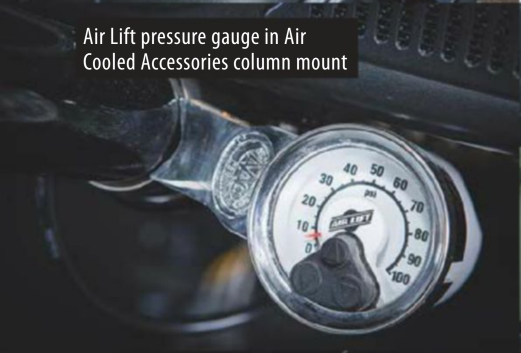
Out of sight, out of mind? Not happening in Ashley's world. Under the bonnet is as good as many big buck pro builds



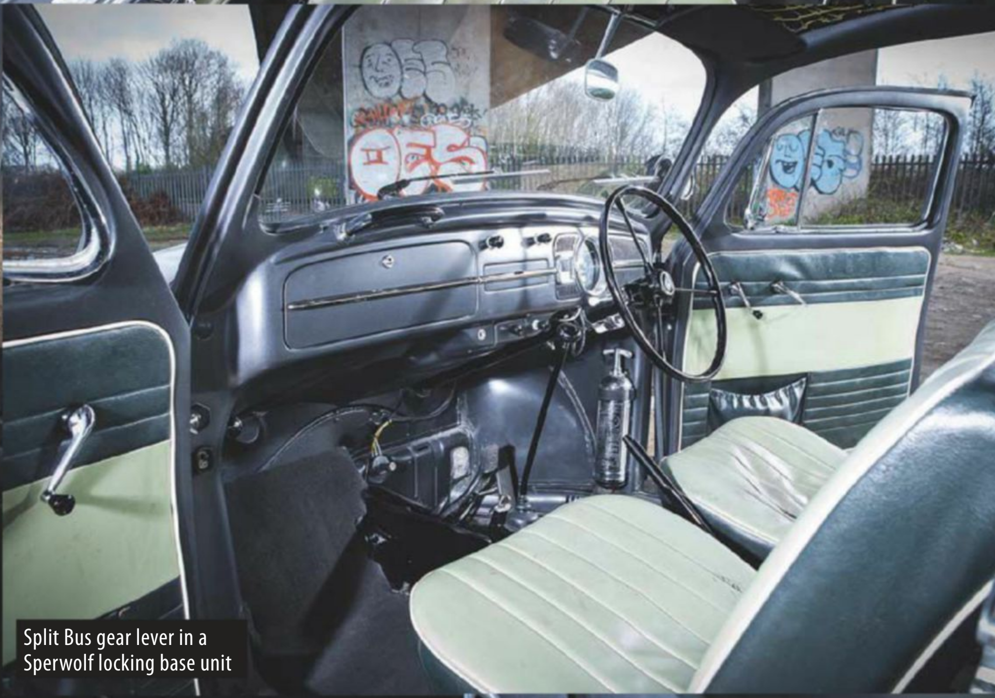
Standard model three-spoke steering wheel is a wicked touch. Dash switches have been painted gloss black to match



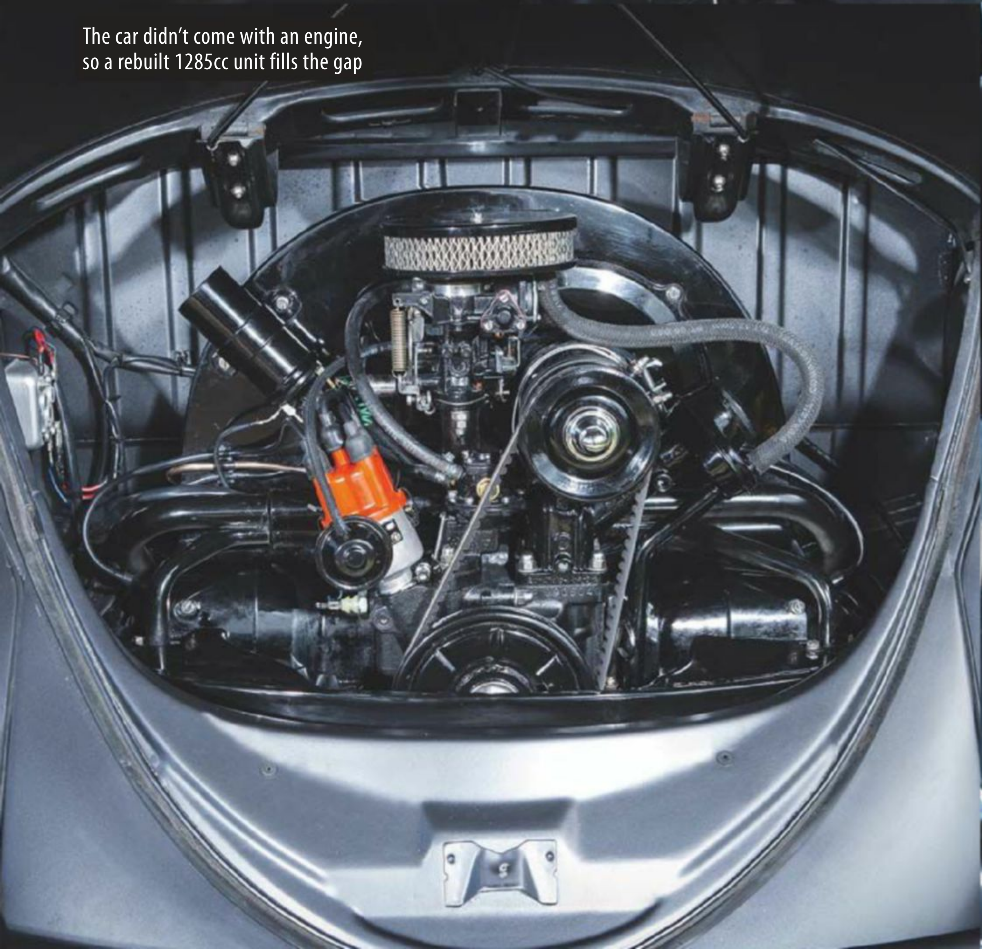
Spare wheel well floor was made to conceal the compressor for the Monroe air shocks



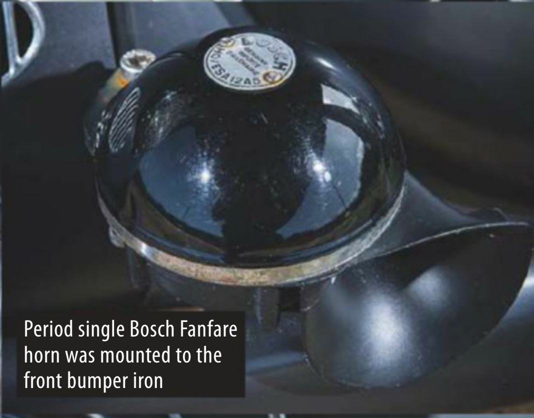
Air Lift pressure gauge in Air Cooled Accessories column mount



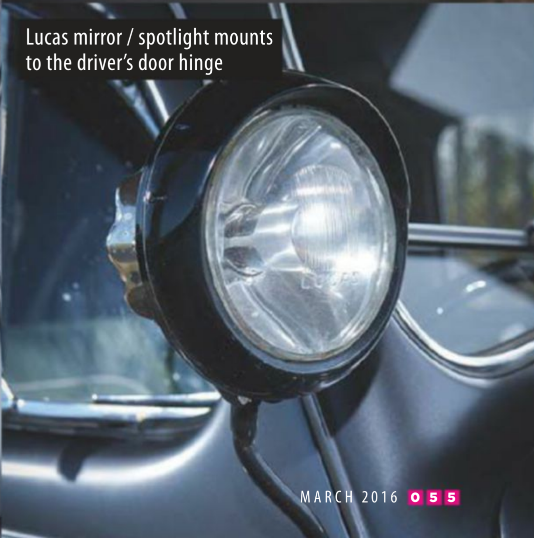
Split Bus gear lever in a Sperwolf locking base unit



The car didn't come with an engine, so a rebuilt 1285cc unit fills the gap



Period single Bosch Fanfare horn was mounted to the front bumper iron



Lucas mirror / spotlight mounts to the driver's door hinge passenger door skin and repairing the damage and rot on the wings and decklid.

There's one element you can't fail to miss the instant you lay eyes on this '64, and which goes a long way toward its curb appeal, and that's the ride height. It's mad low! Ashley is quick to point out the ride height is what he's most happy about: "My favourite part of the car would have to be the stance, which was achieved by raising the engine and transmission by one inch, notching and extending the spring plates, giving it a three-spline drop at the back and a six-inch narrowed front beam." You won't be surprised to hear Ashley made the link pin beam himself from scratch, or that the front end runs Monroe air shocks with Autostyl shock drops. He also had to modify the framehead by cutting it down in a quest for clearance between frame and *'firma*. Additional steel was welded in to reinforce the 'pan. Talking of which, the main 'pan halves were modified to flatten out the floors. The rear shocks are the short ones Bugpack supply.

The chassis was built up with basically stock stuff. The brakes are original, but the internals were all replaced. All the brake lines, hard and soft, are new. Oh, we should mention that the brakes were upgraded to be far safer by using a dual circuit master cylinder. But on this subject Ashley told us, "The brakes were a pain to get working properly." Although you'd never be able to see any of it on a car this low, every element of the chassis was either stripped and repainted or replaced with stainless steel fittings.

Terry's All Gold

Remember we mentioned the '64 didn't come with an engine? Well, Ashley picked up a complete 1285cc stocker that had been rebuilt by the guy he got it from. This was a result, as all he had to do was repaint the tinware so it was up to the quality of the rest of the car. He called upon a VW specialist who has been working on VWs for a very, very long time. The man in question is called Dennis Terry and, when I heard he was involved with this project, more memories came flooding back. You see, Dennis moved to Cornwall over 20 years ago, but before he did he used to work on my VWs! Small world, isn't it? So, I can assure you, the engine will have been done properly.

There's a saying that goes along the lines of less is more, and that is more or less spot on when it comes to the interior of Ashley's '64. You see he has toned things down rather than turning things up. The first thing you notice is the gloss black Standard Beetle three-spoke steering wheel that replaces the fancy ivory Deluxe wheel the car would have come with. Fitting this meant the column had to be painted black, and then all the other ivory components had to be addressed. The light and wiper switches, ashtray pull, handbrake lever and passenger grab handle were all given a gloss black makeover. The gear stick is a stock one, but from a Split Screen Bus, so it's a lot longer. The carpets were "a cheapo eBay special" and don't extend to the front bulkhead. Ashley added the classic chrome fire extinguisher made by Pyrene of Newark, New Jersey, which is probably older than the car. The stock seats were recovered with duo-tone green, stock-style TMI covers. Make no mistake, this is not a big budget interior, but it proves it doesn't need to be.

For obvious reasons, this was a car built on an apprentice's wage, minus outgoing such as rent and food. Tough though it must have been, Ashley made it all happen and he should be very proud of himself and what he has achieved. We certainly are proud of him and proud to feature his car. ■

TECH INFO

BODY: 1964 1200 Deluxe
INTERIOR: TMI Dark Green / Cream seat covers and door panels; Split Bus shifter; Standard model steering wheel
ENGINE: 1285cc single port
WHEELS AND TYRES: Five-lug solids – 4 x 15-inch front and 6.5 x 15-inch banded rears; 165/45 front and 196/60 rear
SUSPENSION: Raised transmission; cut framehead; notched / extended spring plates; six-inch narrowed beam; three-spline drop, Monroe front air shocks and compressor

There's no doubt in our minds, Ashley has hit this one out of the ballpark! For his first VW project, he's nailed it

BEHIND THE WHEEL

Driving my Bug for the first time was awesome! Most of the daily cars I've had have been pretty low – mainly newer cars on coilovers – and the Bug is so much smoother than any of them! Speed bumps are challenging, being that the gearbox frame horns are 10mm from the ground and only the front is on air shocks. I've only got stuck once though, at Fistral Beach, which was a little embarrassing, having to ask for help from other people to lift it off a speed bump! But I'd rather drive it looking badass than looking all stupid all jacked up. The 'pans, spare tyre well and bottoms of the wings take a bit of a beating being at this height but, as I work in a body shop, I am able to keep everything in good condition.

The Bug gets attention everywhere it goes, mainly people not able to believe how it's possible to drive so low. On the way to The *VolksWorld* Show this year, the car got described as "A slug blasting up the motorway." I'm happy with that. I think it's a pretty cool description of it! ■

> "The 'pans, spare tyre well and bottoms of the wings take a bit of a beating being at this height"

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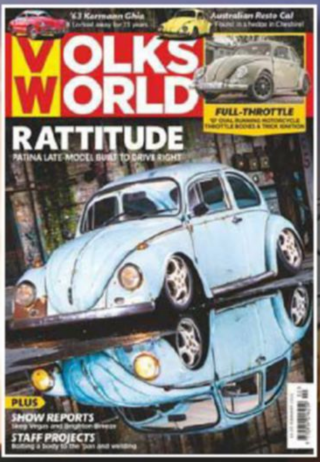

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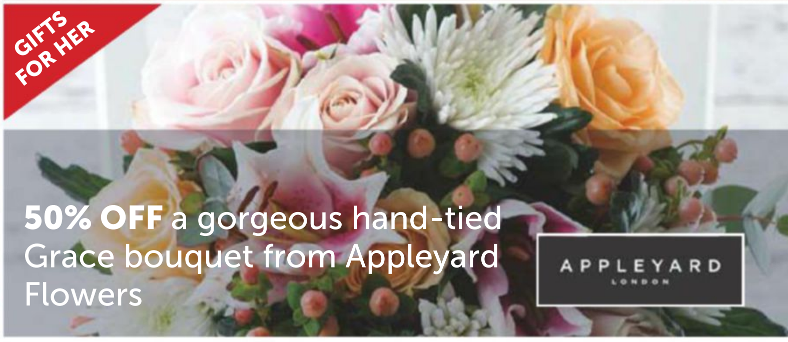

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Drinking Lingonberry Vodka in the Stockholm Icebar

They say you should never buy a car in the dark, and for good reason

Adventure 'Wagen

Yet another example of the perils of facebook. Only this time the end result is another great VW escapade

Words and photos Mark Walker

It' s funny how sometimes when you're not looking to buy a car, something just seems to fall in your lap. Having closed my business (The Bus Station) and been through a divorce recently, I've become a little bit more content with what I have, and don't even really look through the usual VW classifieds sites any more.

But I was scrolling through my facebook feed on my 'phone one day and saw a picture of the '67 1500 Beetle you see here on one of the many groups I'm subscribed to. Even with one picture, the price of 18,000 Swedish krona – around £1,400 at the current exchange rate – seemed too good to be true, so I fired off a quick message to the vendor and he supplied a few more pictures within the hour. The car had a nice original tan/gazelle cloth interior, a factory Eberspächer heater and looked pretty original, right down to the stock beige running board mats (I have a fetish for coloured mats). The owner said the car was up and together and "the best Beetle he'd ever owned."

The facts were: 1) The car was cheap. 2) I needed to get away for a bit of an adventure. 3) I had some money in my savings account (very unusual!) and 4) I had a roofrack to pick up in Sweden that I'd bought in 2012.

Having established a few more facts about the car (I would reply in English, the vendor in Swedish and I would use Google translate) and the fact he was happy to sell to someone outside Sweden, I got on Google again and searched for flights. With a reasonable flight to Stockholm secured for the following week and some research

Bengt helped me out so much and was fun to hang out with, too

Early '51 survivor Bus with no rear window. One of the coolest Split Buses I've ever seen

It was great to have some down time in Sala, where I did a lot of walking, reading and napping in the hotel room

Looking across the water in Stockholm to Djurgarden

The '67 awaiting repair in Sala with an older sibling

A full tank, clear roads, nice weather and autumn colour. A lovely drive through Sweden

Bengt and his Barndoor rescue truck. What a guy!

into insurance and ferry prices, I fired over a 5,000 krona deposit and started packing.

With the cheapest flight being very early in the morning, I caught a train from Portsmouth to Gatwick on Thursday evening and booked into a budget hotel. The only trouble was, my ex-girlfriend decided to come and meet me and I missed my flight. £120 later and I'd secured the last available seat on the next flight to Stockholm. No drama.

I'd planned to hit Stockholm on the Friday and do some sightseeing. I'd looked up the Red Bus Tours, which looked cool online, but were unreliable. I still managed to see a fair bit of the city before hopping on the Tunnelbana (tram system) to head to Tungelsta, south east of Stockholm, to collect the car. I arrived at the station in the dark at 8pm – not a great way to buy a car, especially not abroad.

It was already parked at the station, the engine was warm and I could smell burning oil (as it turned out, a result of being over filled, nothing more). I was approached by a guy with a full face tattoo and, just as I was getting ready to fight, it turned out this was the vendor. We started the car, I had a quick look around it and we exchanged

“I was approached by a guy with a full face tattoo”

What is believed to be the seventh oldest 1950 Barndoor Bus in existence

The '58 "Swedish Binz" currently has no chassis attached, but will live again

That will be a 12V regulator then. On a 6V system. Not the ideal combination

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Contented road trip face. And a perfect original headliner

I took a chance driving into central Malmo at night with dodgy electrics, but I had the sightseeing bug, and I was hungry

money for keys. The car was a bit tatty compared to the pics, but it was cheap and I was there now.

With money and pleasantries exchanged, the vendor jumped in a Volvo and roared off. Needless to say, when I went to start the car again, there was nothing. As if by magic, a facebook message appeared letting me know about rocking the car in gear to get it started sometimes. Having got the car going, I decided to do a quick check of the lights. It was then I realised the car had no rear lights, it was dark and the hotel I'd booked in Sala was 95 miles away. I fiddled around and got one rear light working, then had no option but to head off.

The car drove nicely, much more responsive and quiet than my '68 1300 and all was well, until about 40 minutes into my journey when the car started to lose power. My immediate response was to push in the headlamp switch and the car picked up again. Oh dear…

Suffice to say, I had a pretty scary drive to Sala with no lights at night, only just making it, as the battery was running on empty. I had bought the roofrack in 2012 and had it stored at a friend, Bengt's, house. Bengt is a total old school VW guy, Barndoor Bus collector and very friendly to boot. At 8am the next morning he turned up at my hotel in his '54 Single Cab to remove my battery and put it on charge at his shop, where he had to spend the day at work. I busied myself in Sala then, in the afternoon, we went for parts, then food, then spent a chilly evening working on the car. The car was 6V, but had been fitted with a 12V regulator, so the first job was to put an NOS 6V regulator on the car that a friend of Bengts supplied and wouldn't take a penny for.

“I had a pretty scary drive to Sala with no lights at night”

Driving over the Oresund bridge into Denmark. This is just before it plunges into an underwater tunnel, because of nearby Copenhagen airport

I bought these amazing lined Swedish mittens in Stockholm's Gamla Stan (Old Town) and they came in handy on the cold mornings

I'd never normally advocate driving with the charging light on, but I just needed to get the car home

The fiasco that was Koopmann's. No 6V battery charger meant me buying a battery I didn't need, just so they could diagnose the fault I already knew about

MADE TO GO
GREAT COFFEE

On the road in Denmark, with (not so) Great Coffee

An all too brief stopover with my brother in Cologne. It's always good to visit this city, which is great for cycling

Obligatory fuel pump shot. The Split Beetle-era roof rack is already at the powder coaters

With this done, Bengt re-polarised the dynamo and fitted different brushes. Having initially been greeted by a negative output, the dynamo was now pumping out 7V. Next morning, I hit the road south, thanking Bengt for all his help and hospitality. Once I reached the motorway, the charging light came on, so every hour or so, I would stop and let the car idle for half an hour, or until the charging light went out. Fortunately, I had been given two keys, so I could lock the car with the engine running and get food.

The car got me to Malmo by 5pm and I booked into a cheap room, as I didn't want to chance driving with the lights on. The next morning, the car started and I headed over the Oresund bridge to Denmark, before turning south to catch the Rodby-Puttgarden ferry into Germany. I had arranged to stay overnight with my brother in Cologne, but I was still three hours away when it started to get dark. Within about 20 minutes of switching on the lights, I felt the car losing power again and pulled into the Wildeshausen services to let it sit and charge. But, as the engine promptly died, I realised the dynamo had given up once more.

As I had insured the car on the chassis number before setting off, and paid the extra £55 for European breakdown cover, I called Footman James and they arranged an ADAC tow to an HGV specialist nearby. I booked a room in a hotel in the village for the night. Despite the garage being clueless, charging me 140 euros for a 6V battery just to diagnose the fault and the total bill being 342 euros, I got off quite lightly. Axa assistance paid for a three-hour taxi ride to my brother's house, a flight back to the UK and repatriated the car, which took a couple of weeks.

At the time of writing, the '67 has a fresh MoT and I'm awaiting the UK registration number from the DVLA. ■

The road trip portion of my adventure ended here. Follow my exploits on Instagram @ barefootdriver

Chilling with a post-breakdown Weissbier in the hotel bar, staffed by the most buxom waitress I've ever seen in my life

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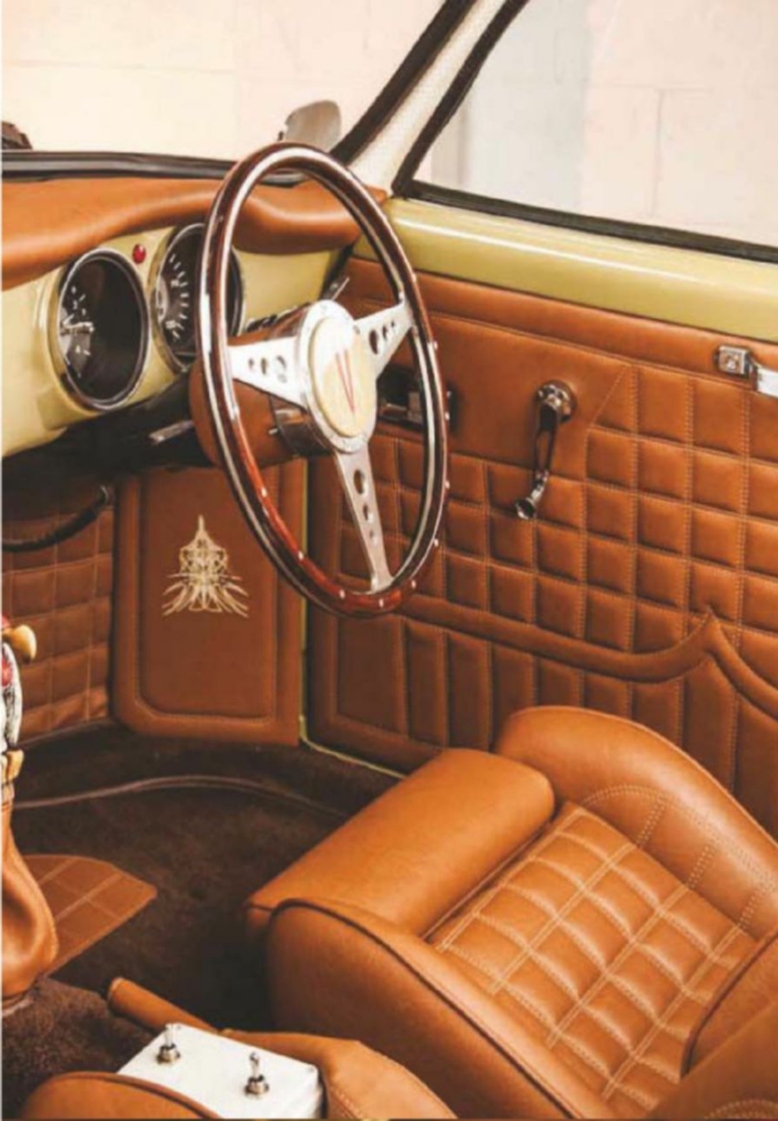

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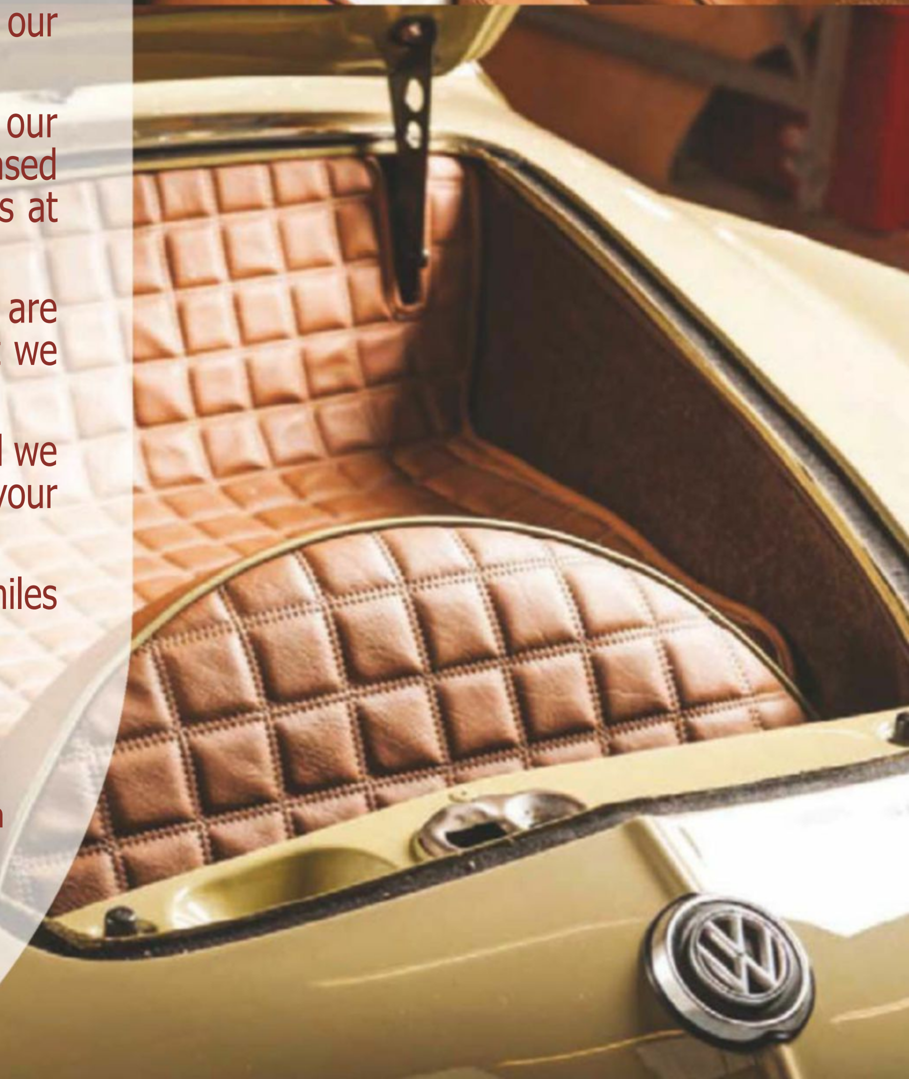

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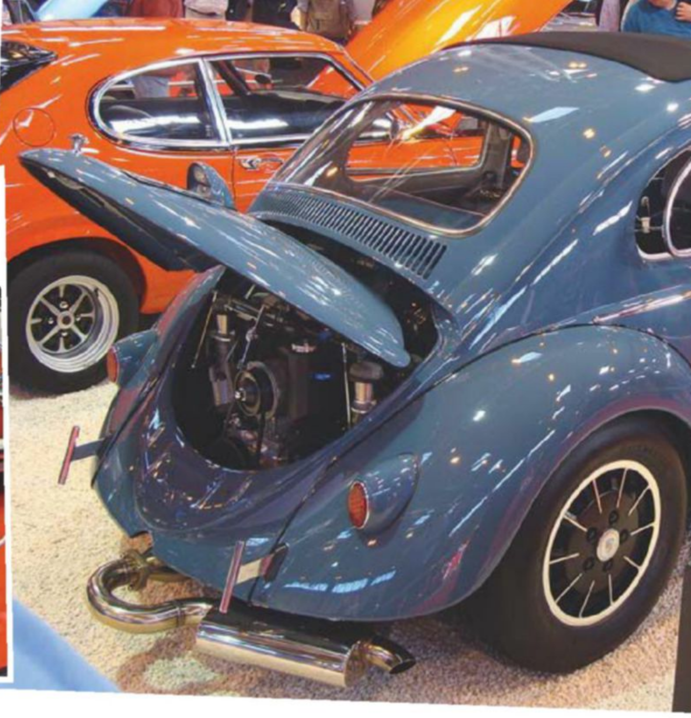
The Split Screen Van Club had this rather nice Panel Van on its stand



VWs and more

To the Midlands we did go for a change of pace and to expand our horizons

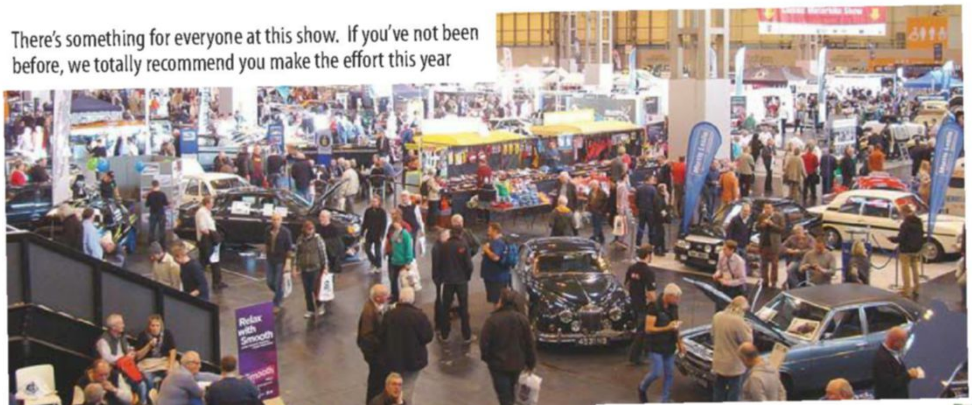
Words and photos James Peene

Who amongst us doesn't love a car show? Silly question really, because I know the answer is we all do. However, there's no getting away from the fact that going to the same shows, year in year out can get a bit tedious. So, what's a motorhead to do? Try some different ones, of course.

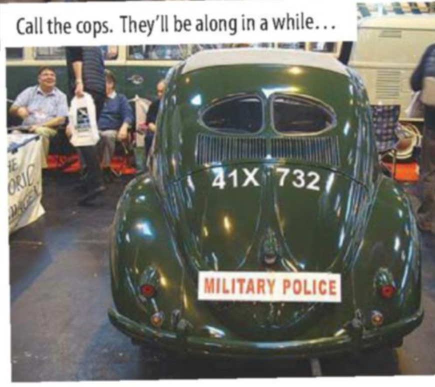
Held every year at the NEC in Birmingham, the Classic Motor Show is a truly fantastic way to spend a day, weekend or even three days if you have the time, because there really is that much to take in. I only went for the Friday this year and came away with knackered legs and feeling like I hadn't even seen half of what his show had to offer.

Every country and manufacturer is represented in some way, shape or form, and even though VWs make up only a small percentage of the attractions, there is more than enough VW content to keep even the most biased car lover happy.

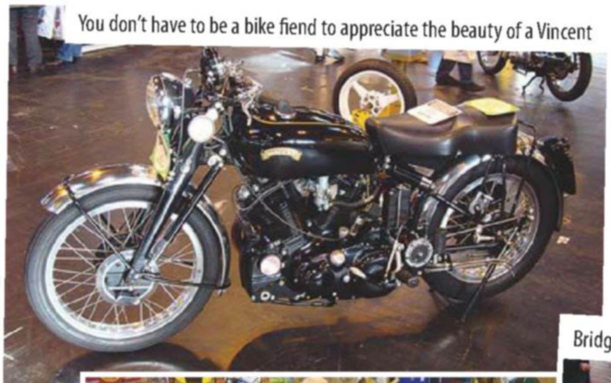
Me? I loved seeing what all the non-VW people are up to, and the swapmeet is awesome. I'll be back in 2016 for sure. ■



There's something for everyone at this show. If you've not been before, we totally recommend you make the effort this year



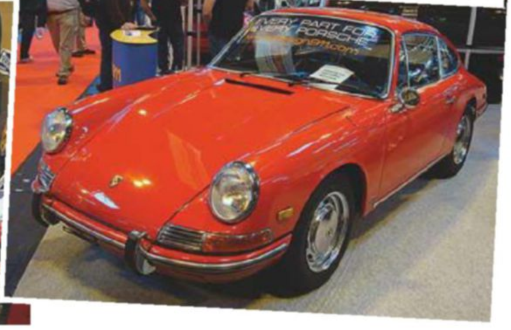
Call the cops. They'll be along in a while...



You don't have to be a bike fiend to appreciate the beauty of a Vincent

Good to see a familar name amongst the crowds. Just Kampers in the house

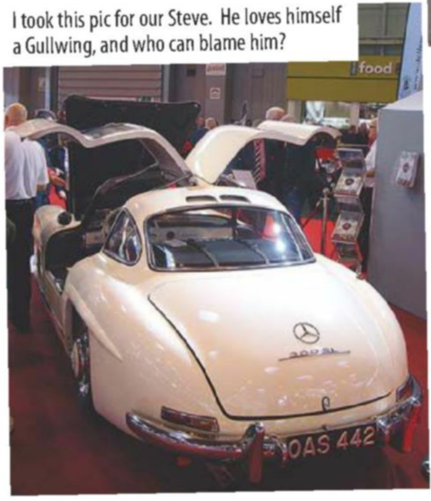
Aircooled Accessories plying their wares in Brum



Bridging the gap between Porsche and VW, a rather swish 912

Best of Show at *VolksWorld* 2015, Neil Ellis' ragtop rubbed shoulders with the best of them, and stood out, too

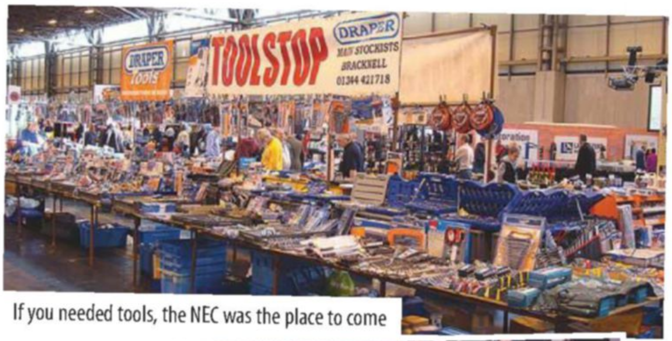
Lamborghini Miura. One of the sexiest cars ever. Fact! Insert own Matt Munro soundtrack here



I took this pic for our Steve. He loves himself a Gullwing, and who can blame him?

Late model Split worked well in early PGSG colours

The Historic Volkswagen Club were on hand to preach to the soon to be converted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It was good to see the Lime Bug Tempo Matador out again

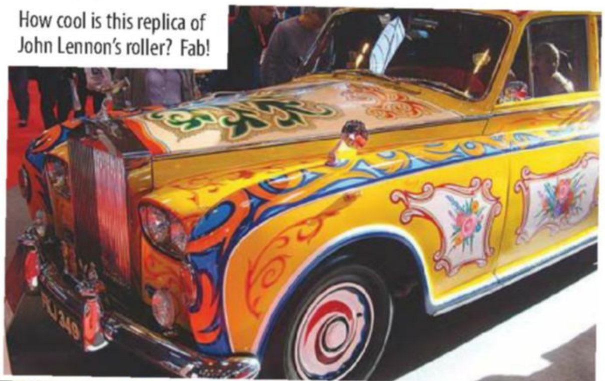
JAP-engined Morgan three-wheeler got our editor's knickers in a twist

Because it's not all about Volkswagens...

...this is 'Evil Ben' Lewis' slammed Citroën Dyane

Representing Germany in 'Which country built the best classics?' display, Ian Broad's lovely, ex-*VolksWorld* featured, KG convertible

If you bought something on the Meguiar's stand, you got a free ice cream. Cool. Literally



How cool is this replica of John Lennon's roller? Fab!

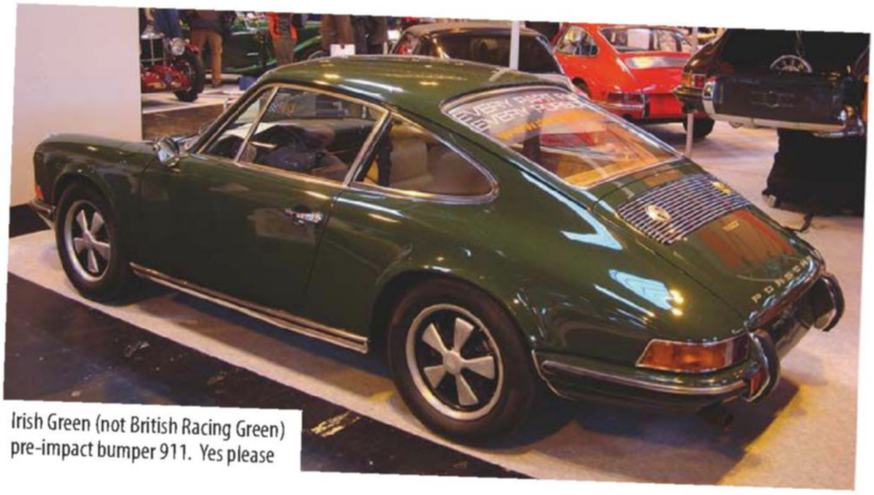
VW / Porsche 914 is one of those cars you either love or loath

Two-tone Karmann Cabriolet attracted a lot of attention. Even non-VW people love a 'Vert

The ultimate minimalist Beach Buggy. Love the horn, too!

Sahara Challenge-prepped '39 Chevy coupe. How cool?!

There's something Ghia-ish about a Volvo P1800



Irish Green (not British Racing Green) pre-impact bumper 911. Yes please

The Restoration Theatre was a real point of interest

Restoration
Theatre
WHEELING &
PANEL
FABRICATION
SKILL SHACK
Workshop Courses
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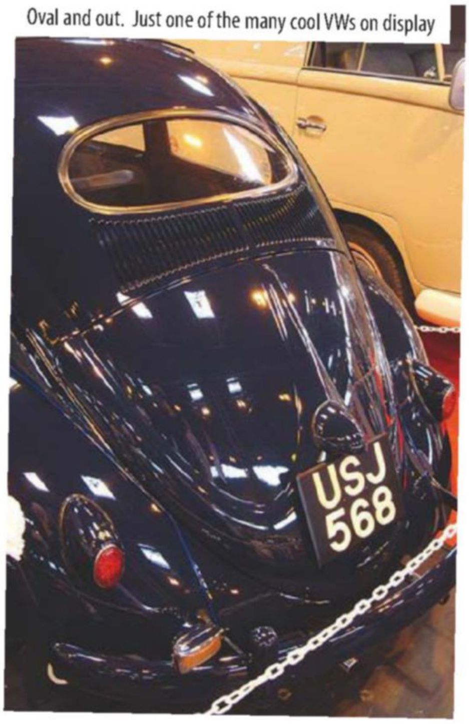
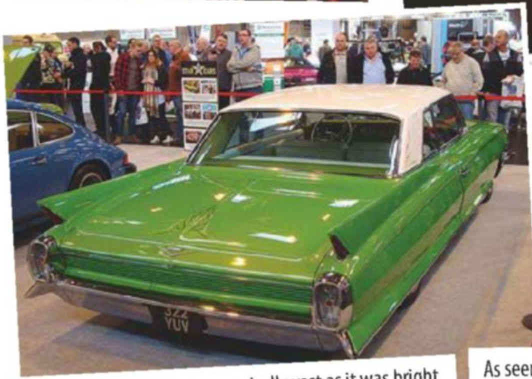
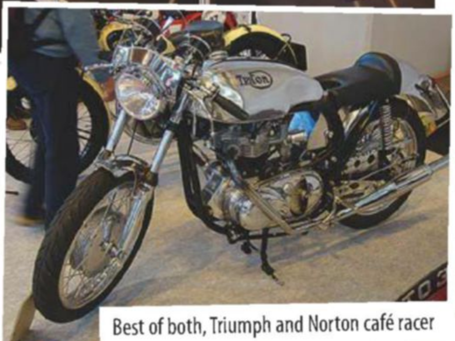
Oval and out. Just one of the many cool VWs on display





Low-riding Cadillac was as epically vast as it was bright



Best of both, Triumph and Norton café racer

As seen in the *VolksWorld* December issue, JK's big cheese, Mark Reynold's, '67 Cabriolet

And a picture for Mike. He loves a Bibendum

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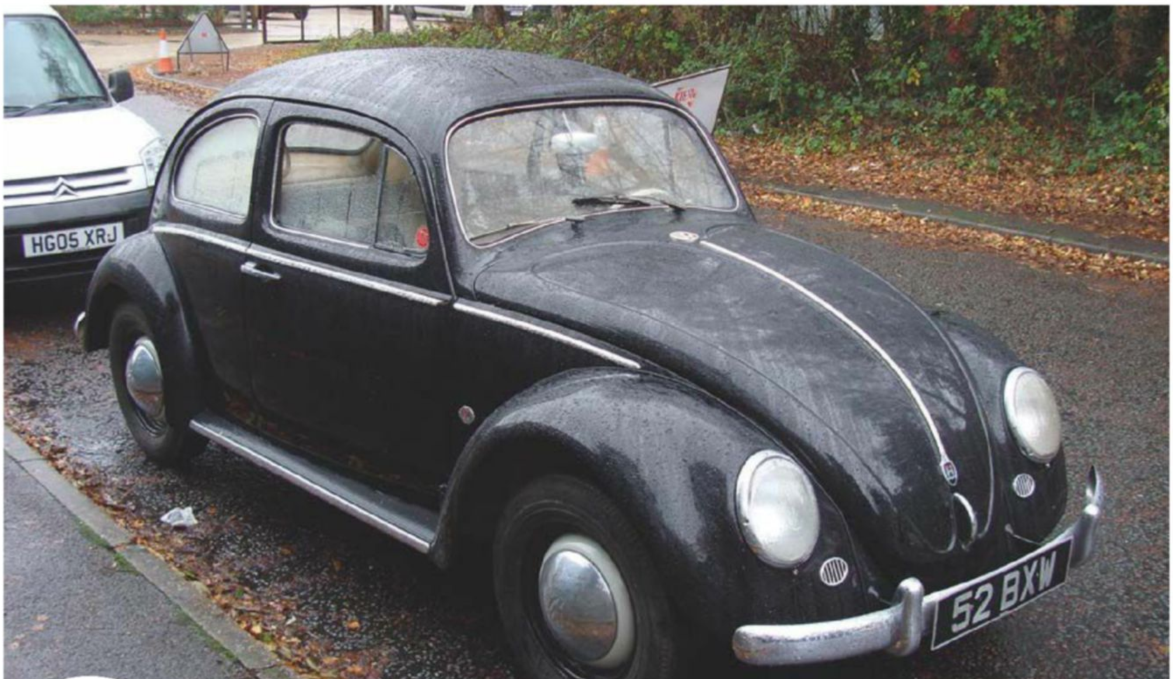


How lovely is this? To say I'm tickled to death with my new purchase would be a wild understatment

OWNER INFO

NAME: **James Peene**

JOB: **Editor**

CAR: **'60 Beetle**

WORK THIS MONTH: **Buy a new toy, wait for Green Flag to trailer it home and then start the exciting parts buying mission**

In the black

James has got himself a new motor. Side indicator winkers ahoy!

As I wrote last month, the Penny Pincher has gone. Taking its place in the garage is a car I've lusted after since I first began learning about Beetles, a semaphore-equipped early big window.

Everyone has a favourite year / model of VW and it's something that comes up *a lot* in team *VolksWorld* discussions. It's why we all own the cars we do and so it will comes as no surprise that Steve loves his Ghias (and his '61), Ivan digs '67s and Mike is really big on Ovals.

I, however, genuinely love '70's Beetles, but the only one I truly want is my first car, my '73 that the owner won't sell back to me. And so, having reconciled myself to the fact that getting that back is a no goer, I asked myself what VW I'd really want if the chance to own one came up. The answer wasn't another ragtop (I've had two now), but something with semaphores please, and ideally factory black for a period look.

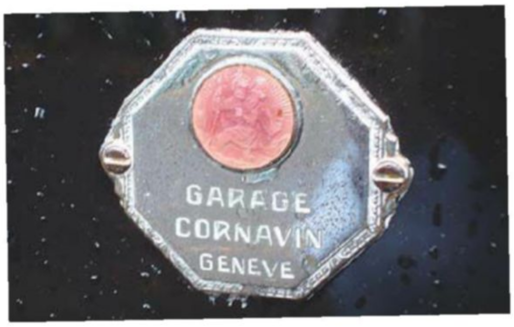
With a brief as tight as that I thought I'd find myself looking through the Oval window. Mike always says they're the best Beetles, but I've always prefered the later dash and the less claustrophobic feel of the bigger windows of an early big window. But where would I find such a car? Why, thesamba.com of course.

Looking at cars on t'internet is how us office-bound desk jockeys spend most of our lunch breaks, but my new car obviously slipped the net, because I found it in the 1958-'67 Beetle classifieds. And the advert was a good two months old by the time I stumbled across it.

The advert read as follows: "1959 Beetle Deluxe, ex-museum car, very original, a one owner car with all history and original bill of sale. Been in dry storage for over 30 years, in good running condition, recent work to brakes, new battery." I thought it would surely have been snapped up by now, but fired off an email and received an immediate response saying the car was still for sale.

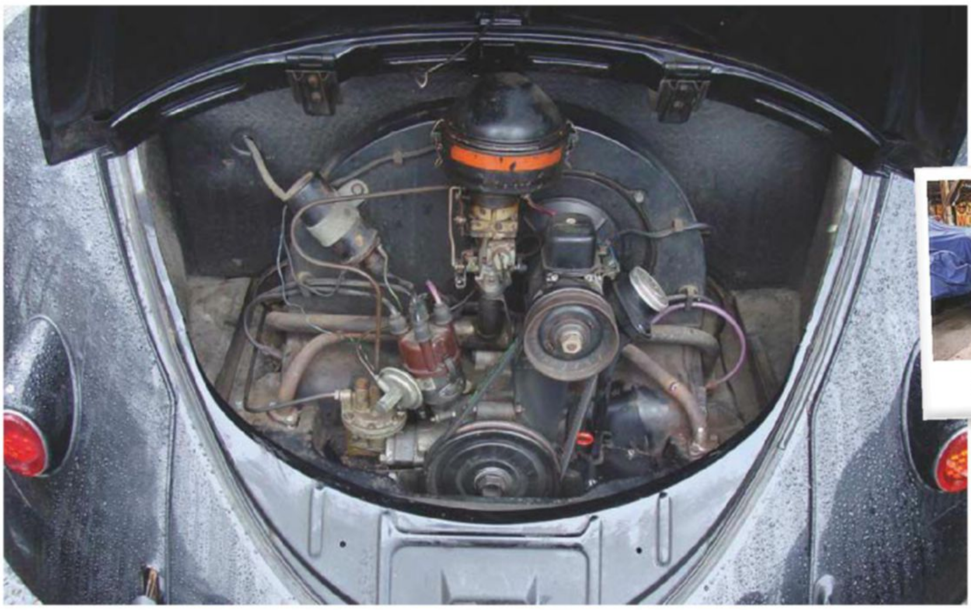
The seller told me he'd had a few tentative 'phone calls, but none that

The car was sold new in Switzerland. How cool is this original dealer plaque/ St. Christopher?



These are what it's all about for me, side indicator winkers. Still 6V, for now

All the documentation points to the mileage of 64,746kms being genuine



had led to anyone coming to view it. I think the reason being it was over priced, but the advert said "offers invited", so I arranged a day to pop down to the New Forest for a look.

Despite my best poker face, I knew as soon as I saw it that this car was going to be mine, all I needed to do was knock the price down. Fortunately, or perhaps unfortunately, there were a few issues I could use to my advantage when negotiating. The first being that the car had sat pretty much unused for nearly 30 years, so it's a bit of an unknown quantity. Secondly, it's an unwelded car, but it needs welding to the driver's side sill. There are three tiny holes about a small finger nail in size, but the surrounding metal *appears* solid.

And finally, the car may have been built in 1959, but it's a 1960 model year, so it has semaphores and small taillights, but not the ice-pick door handles and cooler steering wheel I really wanted. This final point means I'm not allowed to call it a '59. According to Steve and Mike, we go on model, not build year in the office, so my car is a '60, despite whatever else I might argue.

With the deal done, I collected the car a week later. The vendor assured me it would be fine to drive, but I took a bunch of spares along just in case.

> "It would have been too much to expect it to go to plan, and it didn't"

It would have been too much to expect it to go to plan, and it didn't. Despite having driven it round the block when I first went to view it, I made it just 100 yards under my ownership, or until I touched the brakes for the first time, whereupon it blew a rear cylinder and pissed all its fluid out. Game over and a day waiting for a recovery truck ensued. Still, no harm done.

It's now safely tucked up in the *VolksWorld* garage and new parts are coming in. Watch this space… ■

^ Steve didn't like the dodgy looking purple plug lead, and rightly so. Original 30-horse engine seems in good nick but was only running on three cylinders by the time the car was unloaded at the garage

> What better way to introduce a new project car than on the back of a low loader? Standard

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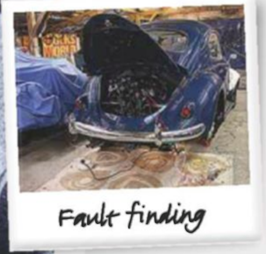
VOLKS WORLD PROJECT CARS


Fault finding

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: I lashed up an external wiring loom and finally got to the bottom of the charging issue. And the issue was… me. More on this another time, but the important thing is it now works!

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: The Bay is being used for everything bar camping at the moment. From lugging building supplies to hauling Christmas trees. It's the ultimate second car.

Camp as Christmas

Street VWs

Owner: Mike Pye
Cars: '56 Beetle, '23T Volks Rod
This month: I have been off galivanting around the world, but couldn't resist stopping for a cheeky cocktail at the pop-up Volk Street Bar in Bangkok.

Owner: Jon Robinson-Pratt
Car: '64 Beetle
This month: Tinkering with the engine, am thinking gloss black tinware! Brilliant that the last owner thought to create a removable rear valance!! Nifty!

Paint it black

It'd be rude not to

Owner: Gordie Woollacott
Car: '70 Bay Westy
This month: I'm currently in the US visiting family and whilst I'm at it, finding a new project or two. How about this original Neptune Blue '70 Deluxe?

Owner: Steve Parsons
Car: '61 Split
This month: I'm starting on the slam job imminently. A major piece of the puzzle has arrived in the form of my 4.5" narrowed Airevalley beam. Awesome work as ever by the northern monkeys.

Monkey nuts

"It was a great adventure especially for the children."

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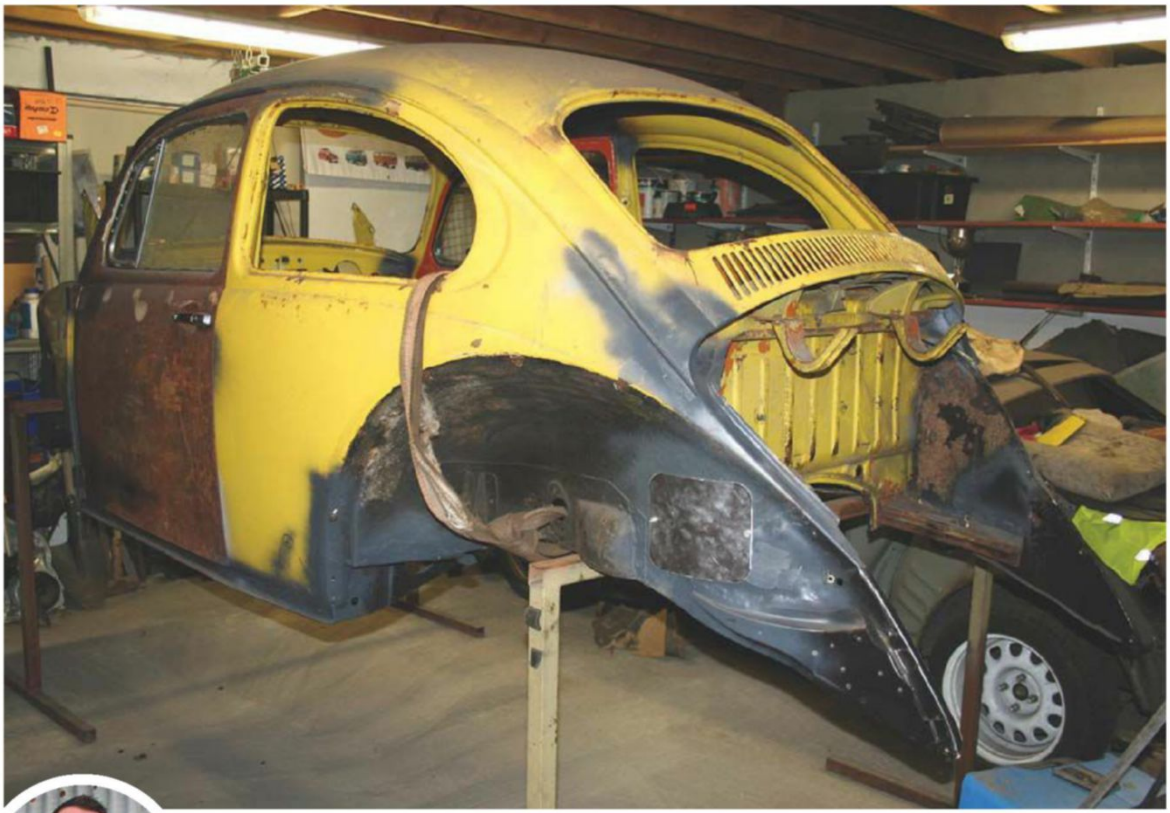


It may not look it, but this is now a solid bodyshell and is a credit to Trev's ability and determination

The final push

As much as I thought I'd be giving birth, or at least a re-birth, to my 1980's Cal Look in 2016, it's now looking unlikely, but I'm not giving up yet

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Trev gets to grips with the last welding jobs on his list

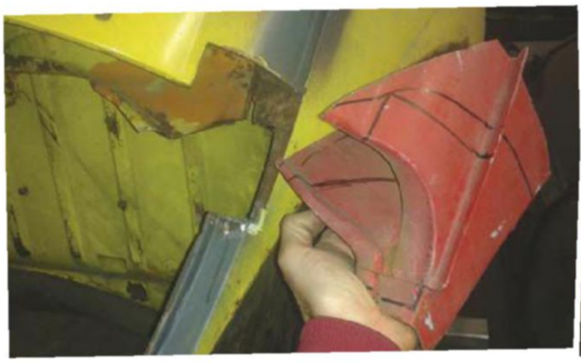
To bring you all up to speed, I had the floorpan sitting in Graham's barn for quite a while so I got it into my head that the project needed a kick up the arse and, to do that, I needed to get the 'pan ready for the finished body. So I moved some of the cars out of the barn and, while Graham worked on his Type 25 in his workshop, I happily stripped the 'pan, occasionally shouting abuse at him to make sure he hadn't snuck off to the pub!

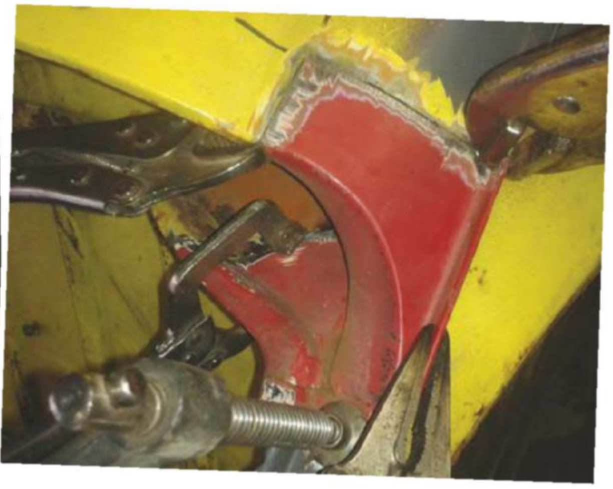
With the floorpan sitting on four axle stands and the ATS rims removed, it was time to crack on. I was worried the 'pan would kick me in the goolies with hidden rot, but everything started to come apart quite easily and, to my surprise, there was a lovely layer of rubberised sealant that seems to have protected the original metal quite well. Applied in '87 by Eoin and Jack before the body went back on, I'm rather glad they did. The adjustable front beam came off without too much fighting and looks to be in excellent shape and, more importantly, rot free, so that will live again. The gearbox that Eoin fitted nearly 30 years ago was a 1500 unit, and I believe it's still the same one, but I'll find out more when I remove the 30 years' worth of crud and can read the code stamped into it.

Smells like old spirit

At the moment, the gearbox is sitting in Graham's workshop and, for some reason, the whole place smells of gearbox oil. I'm not saying I forgot to drain the oil from the 'box before I stood it in the corner, but let's just say there

Show me any Irish Beetle from the '70's and I'll show you rot at the end of the gutter





But thanks to some rust-free body cuts from Chris Morrice in California, that's not a problem any more. Trying to repair this area any other way is a nightmare, to say the least

Trev fabbed up these nifty access panels so tweaking the carbs on my 1776cc in the future should be a doddle

That's three panels in one: an NOS 6V front panel, a new '70's bonnet catch section and a used '60's inner

"It only needs a small repair to the gutter and door pillars," I said. That was in July 2014!

Lots of tiny repairs were needed all over the car, including welding up the hole for the LED alarm sensor that had been fitted in the 1990s

Another common rust area on '70's Beetles is the fuel filler recess…

…but a replacement panel from Cool Air sorted that problem

The firewall had more holes than my colander, so Trev broke out the welder one more time and plugged 'em all up

isn't any oil in it now so in some ways that's saved me a job!

Next job was blasting, so I loaded the 'pan, ATS rims and various body panels I wanted cleaning, such as the front wings, bonnet and engine lid, into the Transit before heading to Brian Kinsella in Castledermot. Unfortunately, Brian has since injured himself so that part of the project is on hold until he's well again and back in action.

> "Now my flap can happily accept any manner of nozzle"

So things may be stalled on planet floorpan, but Trev's been beavering away on the body. It's now almost there as far as welding goes. Well, at least until it's blasted, and that may reveal a few surprises. The access panels for the carbs that Trev made are in place and he has been busy tidying up the engine bay, which seemed to have had oodles of tiny holes drilled in the firewall over the years.

The 'period correct' (read: hideous) alarm sensor and flashing LED on the dash will not be going back in, so those holes were welded up, as was the hole for the fuse box under the dash as Graham wants to fit a modern spade system under the bonnet to keep it tidy.

The last of the welding jobs was the fuel filler recess panel, which was fecked. Mr. Brady informed me that upon opening my flap he noticed some scabbing. As you can see from the pictures, a bit of poking and prodding showed it was a bit worse than that, so I wasted no time in making a call to Cool Air who rapidly dispatched a replacement panel. Now my flap can happily accept any manner of nozzle without the slightest dribble. Hurrah!

What's left to do? Apart from the floorpan, the gearbox and axle tubes need to be stripped and repainted, as does the front beam. The body needs to be blasted and, if nothing nasty is found, then it's down to me to grind down all of the many welds and ready the body for the paintwork stage. In the wonderfully optimistic world I inhabit, that's a couple of weeks' work… ■

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A quick tidy up

Paul rummages in his man cave and finally finds a use for some of his stash

OWNER INFO

NAME: Paul Cowland

OCCUPATION: TV presenter and marketing man

CARS OWNED: Lots, including a '57 Oval Window

WORK THIS MONTH: Tonce a few things up to make the car more useable in the short term, and in preparation for more to come

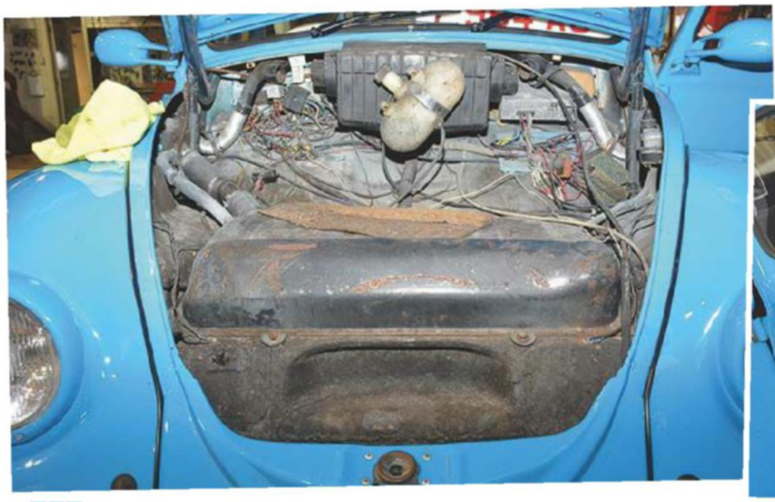
Whenever you drive a car almost every day, you start to notice little things that really niggle you, and you begin to build a mental to-do list of the things you need to change. In the case of my project '72 – which I am trying to build into the car I promised myself in 1989, aged just 16 – it got to the point where I actually needed to do something about the things on the list.

In case you missed it, this car was built for the Discovery TV show, Turbo Pickers, and, because it was built so quickly and for so little cash, there are many parts that need improving. Some of these will need properly re-visiting over time, but for now I was keen to do a little 'housekeeping' in order to make it a little easier on the eye, as it were.

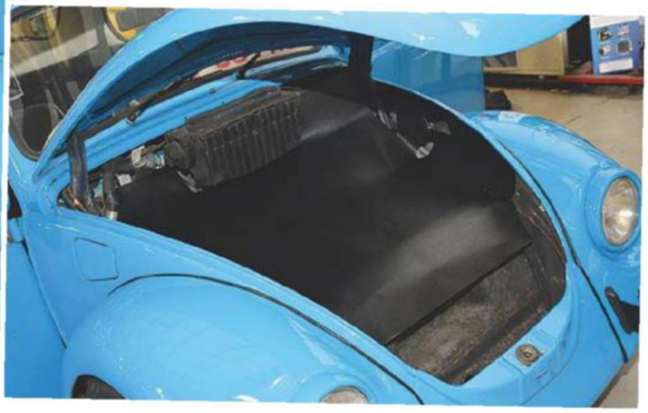
The rat's nest that passes for the under-bonnet area, for example, will need properly sorting out at some point, but for now I just wanted it to look neat and tidy, and to not leave dubious marks on anything I put in there. The answer here was 24 quid's worth of eBay cardboard bonnet liner. Quick and easy to fit, it covers a multitude of sins and has now given me a clean, smart and useable luggage area that I don't minding leaving decent baggage in! Well, why not use it as it's intended?

Another little detail I have had for a while, but perhaps won't mean a lot to younger readers, is the No Worries bonnet badge. Back in the day, No Worries was one of the coolest VW clothing brands and, as well as knocking out great-looking apparel and some half-decent shows, their bonnet badges became the thing to have on a 'New Wave' car. The one I have is an eBay replica, as originals don't come up for sale that often, but a quick bit of double-sided taping and silicone soon had it on, and giving a passable impression of the look I really wanted all those years ago. Now, if only I can find an original…

Next month, I'm hoping to fit one-piece windows, and anyone who ever has will tell you that nothing taxes the flimsy factory window winders more than the weight of that extra glass. Mine were struggling against the resistance of the crusty regulators anyway, so I felt



It pained me every time I opened the bonnet and saw this so, although it needs sorting properly…



…a £24 card liner from eBay makes it look presentable in the short term, and useable, too

No Worries or now is the time to worry? You decide

New steering wheel was fitted using an old universal boss kit I had in stock and a Momo horn push

Richbrook window winder cranks are in readiness for some one-piece window action in the near future

an upgrade was in order there. I've had these over-engineered Richbrook items in my garage for years, just waiting for the right project to fit them to. Although not strictly period, their CNC look is bang on the money, and they feel so robust in comparison. More than up to the job of lifting one-piece windows, I'd say!

Cracking up

Next up, I swapped the interior light, which had been cracked and inoperative since I got the car. Although the new part is much less nicely detailed, at least it works for now and I can crack on with getting a decent OE part at a later date. The same philosophy was applied to the seats. The dark blue velvet covers that originally arrived with the project didn't sit well with the car's look at all. I have actually ordered something rather special from Cobra seats that you will learn more about in a couple of issues time, but for now I just needed a quick and easy fix to make them look a little more in keeping with the overall vibe. My ghetto fix here was a set of seat covers I bought at least 10 years ago from a boot sale somewhere and have hoarded ever since. While the end result of fitting them won't be giving Bernard Newbury *et al* any sleepless nights any time soon, it does bring the whole interior together in a sea of black, and that's a better place to be until my '89 interior arrives in a few weeks time.

My finishing flourish for this month is another eBay gem – a Chinese blue metallic steering wheel. It sort of goes with the car as it is, but the plan is to colour code it or properly contrast it to the Porsche colour when we tidy the paintwork up at a later date. Better still, maybe even an original Thump! Thump! steering wheel might come up one day? If you have one, please let me know via the magazine. [This probably isn't the time to mention we recently gave away a Thump! Thump! stainless wheel that had been kicking round our office for years, and threw the old No Worries bonnet badge we found in a drawer in Cathal's direction… - All].

After a bit of electrical fettling from my long-suffering mate and TV oppo, Adam Hornby, we had a working horn and full road legality. The new steering wheel is a really nice size, small enough for me to get my lanky legs under, but big enough to still see the speedo properly. It even feels a little sportier in the hand, too.

Normal service will be resumed in the next issue, when I'll get back to fitting stuff and telling you how I did it. Until then, a massive thanks once again to Adam and my long-suffering wife for putting up with all those shelves of 'it'll be useful some day' parts in the garage. See though, missus, I told you they were a good idea… ■

> "I am trying to build the car I promised myself in 1989, when I was just 16"

Bought at a car boot sale 10 years ago, these seat covers are just a temporary tidy up until the new interior from Cobra arrives

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I can see clearly now

A little maintenance and your forward vision in the rain will be greatly improved

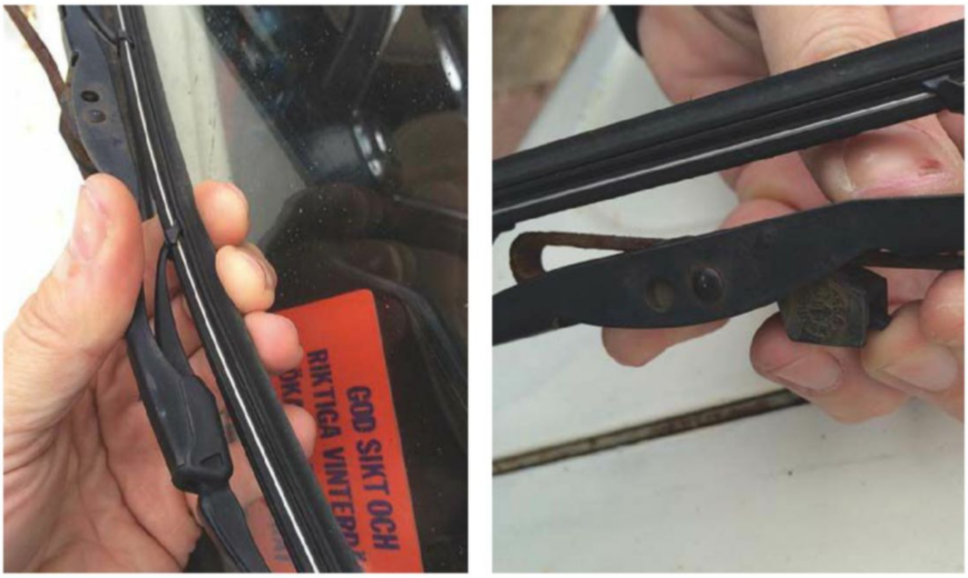
Words and photos Mark Walker

If you jump out of a modern car and into an old VW, then drive it in the rain, you will undoubtedly think the wipers are awful, but with a well maintained system (and some perspective) it is possible to get good, clear, forwards vision when the weather turns inclement.

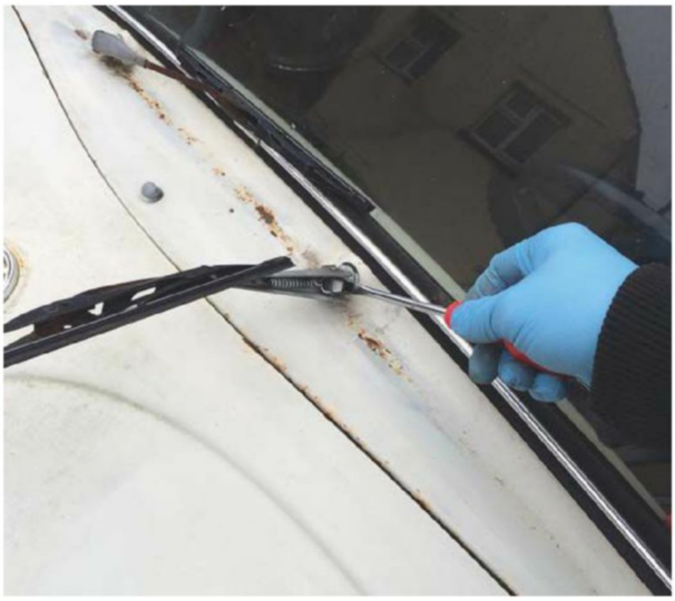
With most air-cooled cars being 40+ years old now, there has been a lot of time for components to wear or seize due to corrosion. Even if your wipers are just fine and dandy, you would be wise to follow the steps in this guide to give everything a once over and a bit of maintenance, so let's break out the rubber gloves and dive in. ■

JOB INFO

TOOLS NEEDED: 10 and14mm spanners
Tyre pressure gauge
Flat screwdriver
Small screwdriver
Tyre pressure gauge
MATERIALS USED: Penetrating oil, white grease, wire wool
TIME TAKEN: 1-2 hours
COST DIY: From £0 for parts and materials
PRO: approx. £50-100 labour

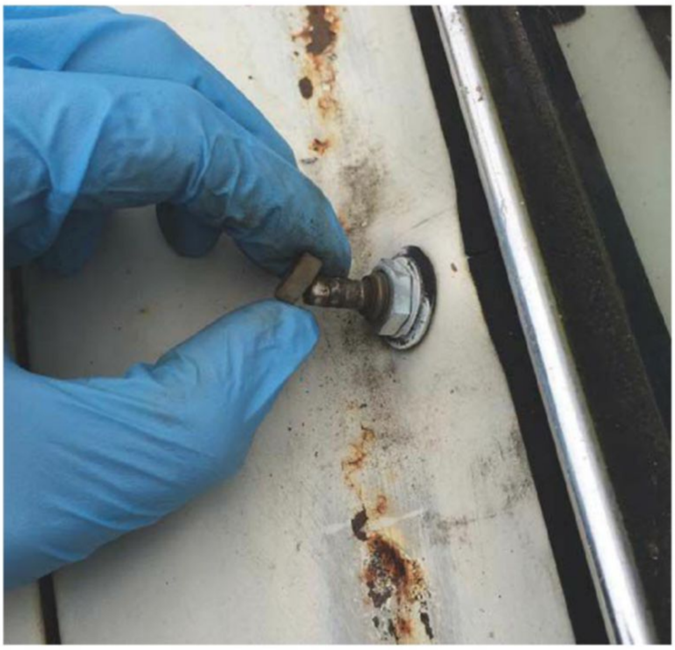


01 When was the last time you changed your wiper blades? I'm guessing it was a while ago. Sometimes it's easy to think if they are clearing the windscreen, they are okay, but the rubber generally perishes and splits after a couple of years and can pick up debris, which will soon scratch the glass. By all means inspect the rubbers but, if they are old, they would be best replaced as a matter of course. To replace the blade, simply unclip the old one and slide it down the arm, then clip on the new one. If you have a pre-'65 car, the wiper blades unscrew from the end of the arm



02 If your wipers are slow and or notchy in operation, then it is likely the wiper spindles are seizing in their guides. Even if they are running smooth at the minute, you would be wise to follow the next few steps to make sure everything is lubricated and moving freely.

Take a flat screwdriver and remove the wiper arms from the spindles – just loosen the screw and the arm should come straight off. Be careful of the spring tension on the arm and put it in a safe place for now



03 Next, you can remove the plastic caps that protect the spindles from moisture ingress. If you don't have these fitted, then maybe this is part of the problem and you should add them to the shopping list. With the plastic cap out of the way, you can go ahead and remove the 14mm nut and washer, which will leave the spindles free in the rubber seals

04

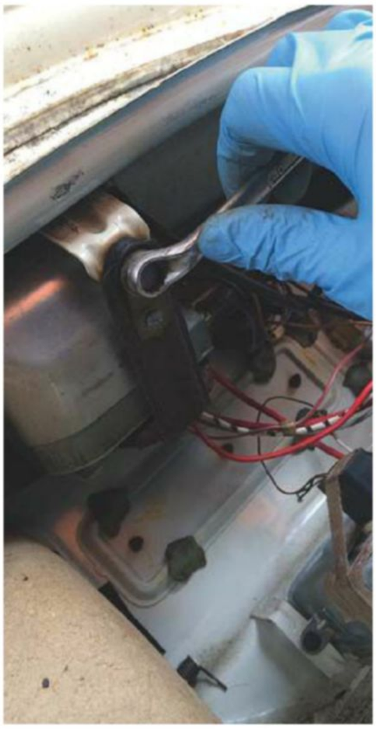
Now we need to gain access to the wiper motor underneath the scuttle. In order to do this, you must first remove the under-dash wiring cover to gain access. We found it easier to remove the card bonnet liner first to do this.

To remove the wiring cover, undo the two knurled nuts and pull the top part down and outwards to unhook it from the mounts and remove it from the car. Store safely out of the way

05

If you have a 1968 and later car, you will need to contend with the air box before you can access the wiper motor. Firstly, undo the three crosshead screws from the scuttle area, then the 10mm nut that holds it to the support bracket.

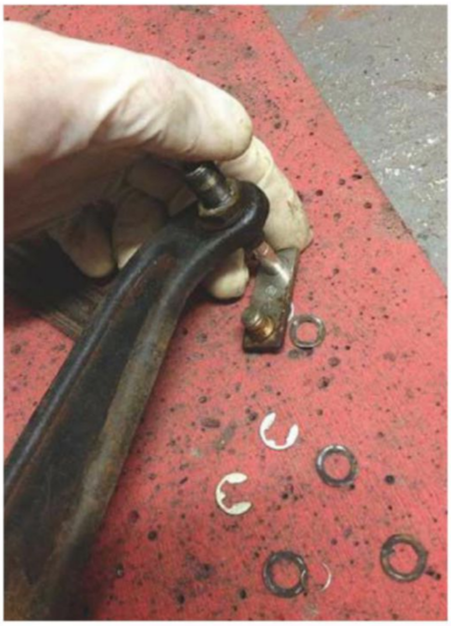
Now you will need to carefully wiggle it free from the cardboard hoses, taking care not to damage them. Once it is free, you will still have to unhook the operating cables before it can be removed



06

Now that the wiper spindles are free from above (and the air box is out of the way on '68-up cars) you can remove the wiper motor. Firstly, unhook the battery earth strap. You may find it easier to remove the glovebox liner before the wiper linkage, so it is easier to wiggle the motor with attached mechanism free. Remove the 10mm bolt holding the whole set up in the car and you can withdraw it from the scuttle.

Before you get too carried away, free the wiring by tracing it back into the fusebox and unplugging it (label or take a photo of the wires to ease re-assembly). If you have a pre-'60 car, you will have screw terminals instead of spade connectors, which you will need to undo – it's just like wiring a plug



07

With the whole linkage out of the car and on the bench, you can begin to dismantle the linkage. Unclip the two linkage rods from their outer ends where they locate onto the wiper spindles. This will mean removing an e-clip and removing the rod. You should now be able to turn the wiper spindles very freely, but will often find them sticky or seized. This can be due to either corrosion, or old hardened grease.

The only option is to remove the spindles from their guides and clean everything up. First, spray the spindles with some good penetrating oil and try and work them back and forth to let it work in. In order to remove the steel spindle from the brass guide, you will need to remove a very small circlip from where the spindle exits from the guide. These can be difficult to see and even harder to remove. Use a small screwdriver and keep your other hand out of the way, or wear thick gloves. Top tip here is to try and shroud the wiper spindle with a gloved hand as you pry off the circlip. This means if the circlip pings off, you will hopefully catch it, instead of it being lost forever.

With the clip removed, you can keep lubricating and working the spindle until you have removed it from the guide. Now is the time to thoroughly degrease everything before you go any further. I use thinners or brake cleaner. Once everything is spotless, the condition of your wiper spindles will be evident. We were pleased to find the spindles on our car were in good condition and just needed cleaning up with wire wool and lubricating with white grease – clean out the brass guides with steel wool too before re-assembly. If you are not so lucky and your spindles are rusted, new kits for all models can be purchased from all major VW parts suppliers. Re-assembly is the reverse of removal – just try not to stab yourself or lose a circlip

08

Now it's time to re-fit the wiper motor into the car. Before you do so, check the condition of the wiper spindle seals that go through the scuttle panel. If you usually have a puddle under the card bonnet liner, or they look a bit iffy, you would be wise to replace them at this point, as they are a pain to do with the spindles in situ

Before you have the motor re-installed into the car, it's a wise move to plug it in and check it is all working well. If everything is okay, unplug it again, or disconnect the vehicle battery, before attempting to install the motor, otherwise it will likely make sparks as it comes into contact with the surrounding metal. Be safe

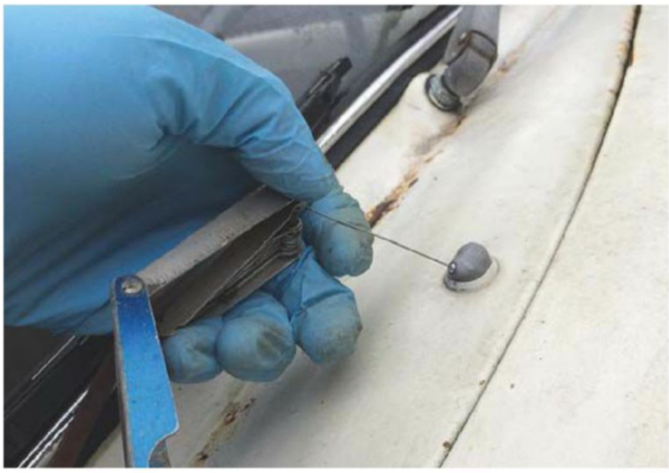
HOW TO
Wipers and washer refurb

09 With the wiper motor installed back under the scuttle and plugged in, you can refit the spindle nuts. As tempting as it is to do the nuts up very tight to form a good seal, please don't. Just a couple of turns beyond finger tight is sufficient

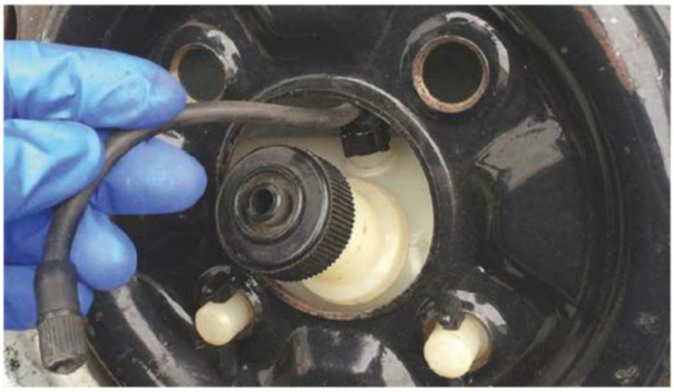
10 When it comes to fitting the wiper arms, you will need to use a bit of trial and error to get them in the correct position – too low or too high and they either won't clear the windscreen effectively, or will hit the windscreen rubber

11 Back when these cars were new, a washer system was a bonus, not a legal requirement. The VW system uses compressed air from the spare tyre to pressurise the system and force water out of the washer jets. The limitations of this system are that it can run the spare wheel flat, making it useless when needed. Also, any small air leaks can render the whole system hopeless.

Firstly, check the spare tyre pressure and pump it up if needed. Inflate to around 30psi. Make sure there is water in the bottle, then try the button on the dashboard



12 If you get nothing coming out, check the washer jets are not blocked, by pushing a pin down each jet. Then unscrew the top of the washer bottle to see if it is actually under pressure. If the spare tyre is connected to it, then the bottle should be pressurised. If it isn't, then this points to a defective valve between the tyre and bottle – try VW Heritage part number 311 955 979B



13 If you have pressure in the bottle, then it is a good time to inspect all of the washer hose, all the way from the washer bottle to the washer jets. It's not uncommon for washer hose to split at the ends, when it is otherwise good. If this is the case, you can remove it from the jet / switch and cut a small amount off the end, before re-attaching it

14 If there's pressure in the system, no leaks and your washer jets are unblocked and the washers still don't work, then the fault points to a split in the rubber diaphragm inside the dashboard switch. These can be expensive to replace so, if you're not a purist or concours competitor, you may want to take advantage of the opportunity to fit a modern electric washer kit as an upgrade. If your car is 12V and you use it much in the winter months, then it's a very worthwhile investment. Kits are available from all good VW specialists

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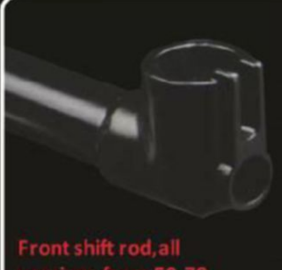

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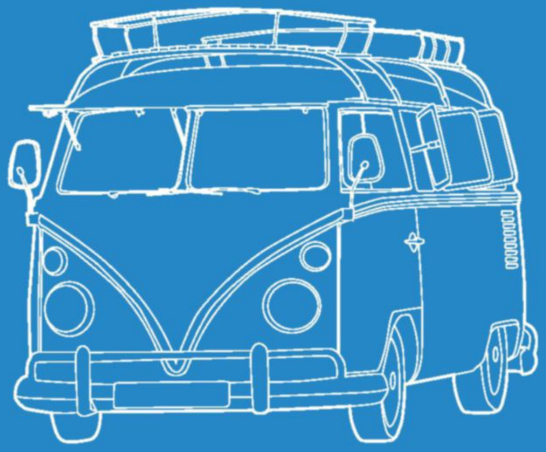

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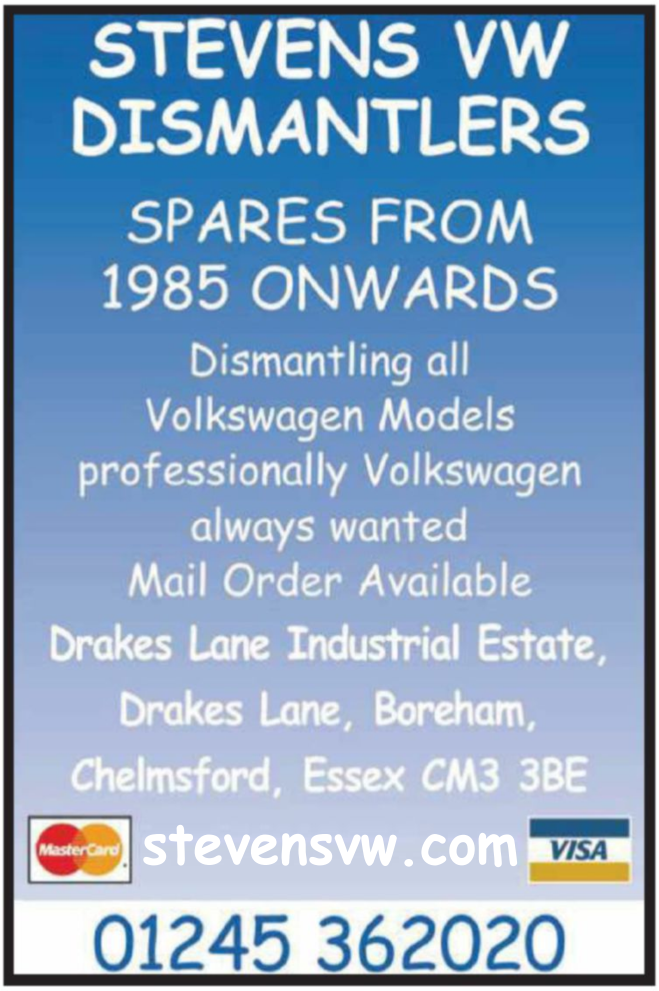

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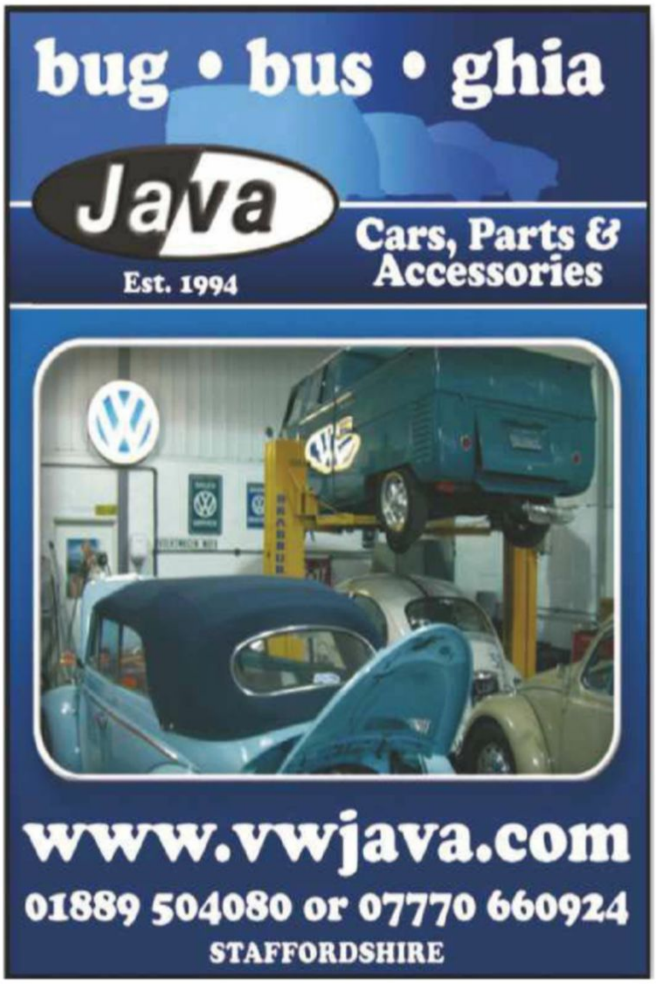

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VW Beetle for sale

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Phone Number: 07979424656
Email: harrietmccaffrey@live.co.uk

1971 1200 Beetle, 87,000 miles

Passed MOT, no advisories. I have owned this car for 24 years and know history from new. Fabulous and totally genuine car. Located Surrey/ West Sussex border. Mileage: 87,000. Price: £4995. Location: Surrey/ West Sussex border
Phone Number: 07946 530214
Email Address: jude.shepherd@42br.com

Rare 1996 Harlequin Beetle

One of only 141 cars produced at the Puebla, Mexico factory between 1996 & 1998. Imported to UK 2001, one careful lady owner since, FSH (from 2001). MOT May 2016. Very good condition. Mileage: 33,000. Price: £6500 Location: Hampshire, South Coast
Phone Number: 07763 816046
Email: sallyamanda@sky.com

1971 1302S 1600 Super Beetle

Reluctant sale of this car which has been family owned from new. Fully restored in 2008 (receipts and restoration pictures available). Has been valued at £10,000+. Garaged and only run in the dry since restoration. Mileage: Under 90,000 miles on original engine. Price: £7,750 ono. Location: North London
Phone Number: 07944 201 289
Email: hillolazad@yahoo.co.uk

Camper & Vans

Monty 1972 LHD T2 Crossover Camper for sale

Monty is in Immaculate Condition and has been totally restored in 2011,USA Import. converted from a Microbus with New 1.8 engine with 30,000 miles,Westfalia pop top roof ,Smev 2 burner Cooker & Fridge,Leisure Battery, Hook up.We've fitted Webber Twinchoke Carb & Electronic Ignition, many extras. Mileage: 76984. Price: £24950 or near offers. Location: Weymouth Dorset UK
Phone Number: 01305776545
Email: keithseymour65@gmail.com

1979 T2 Bay Window

1979 T2 Californian Import Bay window transporter LHD. Full MOT. Re-sprayed, new upholstery, head lining and carpet. Full width pull out bed and new engine.
Price: £12,000. Location: Suffolk
Phone Number: 07768307957
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1973 model

Imported '82 RHD Conversion. Dropped suspension, alloys, new tyres. Recent complete professional refurb, engine stripped and' back to metal' body respray. Full detail invoices and project photos. R and R bed. MOT to May'16. Mileage: 66,000. Price: Offers around £12500 Location: N. Yorkshire
Phone Number: 07785 370197
Email Address: p.n.long@hotmail.com

1979 Type 2 Bay Campervan 'Riviera' conversion

2.0 fuel-injected, Bay Camper imported from California in 2010. Not immaculate, but in very very good condition. Four berth with a double bed upstairs and rock 'n' roll double bed. MOT until August 2016. Many receipts. Drives beautifully. Mileage: 53,300. Price: £14,500 Location: Wokingham, Berkshire
Phone: 07900 193013
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Buggys

Beach Buggy - Sidewinder 1200 - For Sale

FOR SALE - Beach Buggy, Sidewinder 1200 House sale and personal circumstances force the sale of this fantastic beach buggy ... Currently SORN and garaged pending the sale. There is a slight engine oil leak that will need rectification by the successful purchaser. The Beach Buggy will need to be transported away. Amazing to drive in the summer sun ... on cold crisp winters days too! Will be sorry to see her go. Mileage: 35682. Price: 6500. Location: Manningtree, Essex. Phone: 07709 280164
Email Address: rdthorpe@btinternet.com

1956 Invader Beach Buggy. Birmingham built invader, 1300 engine needs slight attention, smokes a little from right exhaust on start up may need clutch sorting as well as hard to get into gears some times, these are minor things for people in the know how. A perfect rolling project for next summer. With no Tax or mot ever. Price: £3000. Location: MILTON KEYNES
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1968 Karmann Ghia beautifully finished in Cream over Candy Apple Red. 1600cc Twin port engine with EMPI Twin Carbs. EMPI Exhaust, Electronic ignition, Whitewall tyres, Two Tone Upholstery, New Carpets. This car is finished to the highest standard and drives as well as it looks. Well worth viewing. More photos available. Price: £16000. Location: Yorkshire
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VW Karmann Ghia RHD (1973)

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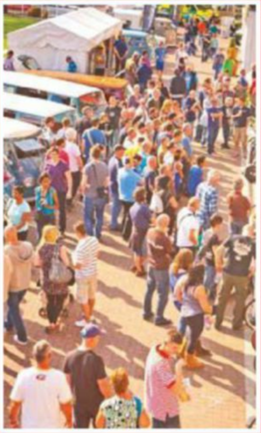

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Email: rodandelaine@virginmedia.com

1985 VW T25
Much loved T25 for sale due to relocation abroad. 1985 Caravelle Holdsworth conversion with pop roof. Water cooled. Great condition. two ring cooker & grill. Three way fridge. Leisure battery with split charger.
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1977 Bay Window Eurovette
1977 VW Devon Eurovette bay window camper. A completely original untouched example. Same owner for last 12 years. 12 Months MOT. Recent engine rebuild, 84k miles on original engine. Complete, original camping interior and accessories. Lots of extras included Mileage: 84000. Price: £11,750. Location: Warrington
Phone Number: 07539 083 683
Email Address: pricej84@yahoo.co.uk

1966 split screen camper, formerly micro bus de luxe
Rare 13 window, 1600 cc,first registered in UK 1993.Californian import, LHD. Walk through, rock-n-roll bed, recently reuphostered. Leather front seats. MOT and engine rebuild/recon warranty until May 2016. One careful owner, TLC, FSH, documents and receipts since 2000. £Thousands spent. Solid floor. Steering assembly and brake system recently renewed. Newly insulated floor, sides and headliner. New front shocks. American style bumpers, jail bars.Mileage reading not appropriate. Currently garaged. Mileage: 57000 [reading only]. Price: £23500 o.n.o. Location: Dorset BH23 4JH. Phone Number: 07780 797940
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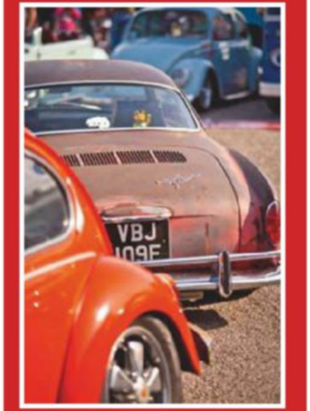

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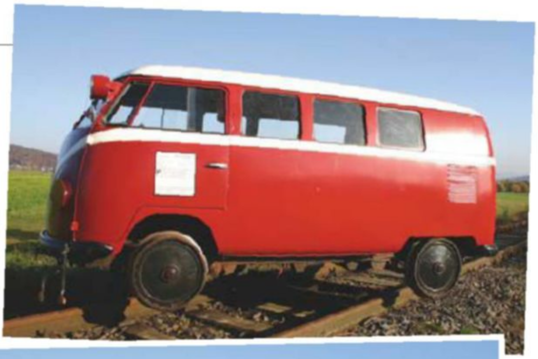
Words
Richard Gunn



All aboard! It might be slow, but wouldn't seeing this cheer up your daily commute?

Even the most hardcore VW enthusiast has to admit that Split Screen Buses aren't renowned for their handling. If only there was a way of making them go around corners as if they were on rails? Well, in the 1950s, a few companies made them do just that. The Volkswagen Draisines were early Type 2s converted for use on railway lines. But there was a lot more to it than just whipping the tyres off and plonking them on tracks, especially the ingenious, if flawed, way to turn them around.

It all started with a batch of motorised trolleys constructed for *Deutsche Bundesbahn* (West German state railways) at the start of the 1950s. They used industrial versions of VW's air-cooled engine and were snappily titled *Kleinwagon mit Vebrennungsmotor*, which translates as 'small wagon with combustion engine' in English.

These machines had specially-built bodies, but what followed in 1955 was rather more familiar in style. A batch of 30 Draisines was commissioned with VW Barndoor Kombi bodies. While what was on top may have looked conventional, what lay beneath was less so. The original VW chassis was replaced by a steel frame, onto which flanged rail wheels lined with rubber were mounted. Drum brakes similar to those found on road-going Buses were fitted. The Draisines were prohibited from reversing, except for isolated shunting purposes. Going forward, they were limited to 44mph, which seems rather a shame for something that could actually cope with corners. With no need for a steering wheel, it was just removed, and must have seemed very strange barrelling along in a Bus without one to cling onto.

> "Have you ever tried perching a big Volkswagen on a pole?"

So, what happened when a Draisine ran out of track? Well, this was where it got clever… sort of. A hydraulic strut, controlled by a hand pump, was installed underneath and could be lowered to lift the entire vehicle off the track. The Bus could then be pushed by hand to face in the opposite direction. Simple, right? Um, not always. The trouble was the turntable's central support wasn't that sturdily constructed and could sometimes give way. The Bus also had to be carefully balanced as it was being turned to prevent it toppling over. Have you ever tried perching a big Volkswagen on a pole? No, didn't think so.

The Draisines were constructed by the coachbuilding firms of Beilhack in Rosenheim and Waggonfabrik in Donauwarth. Each company built 15. Other modifications included large auxiliary lamps mounted up on the window frames, to replace the original headlamps which were painted or plated over. There was a large single red lamp at the back. The colour scheme was purple red with silver lining and roof, and some of the Buses carried a large DB logo on the nose.

Used for inspecting minor railway lines, buildings and carrying staff and equipment around, the Draisines started to be withdrawn in the 1970s, but one survived in use right the way through until 1997.

The SBB (Swiss Federal Railways) also operated eight Draisines from 1956. They used Panel Van bodywork, with the conversion work carried out by the Swiss firm of Condor. What made these ones different, aside from the platforms on their roofs to allow overhead lines to be inspected, was they used engines supplied by Porsche. Unfortunately, these were only early 356 engines, so offered a mere 35bhp to the 24bhp of the DB versions. And Swiss drivers couldn't exploit all that heady extra power anyway, because their Draisines were limited to just 28mph. They stayed in operation until 1984.

The USA also acquired four VW-based railbuses, painted them yellow and used them on the Long Island Railroad until 1970 for track maintenance.

If you're interested in riding a Draisine, the Hessencourrier Rail Club of Kassel in Germany is returning a seven-seater one to service so it can operate charters over its 14-mile private line. Just remember not to drive it down the road after… ■

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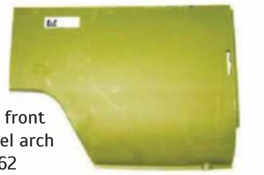

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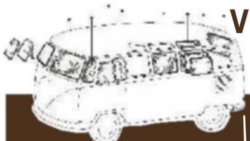

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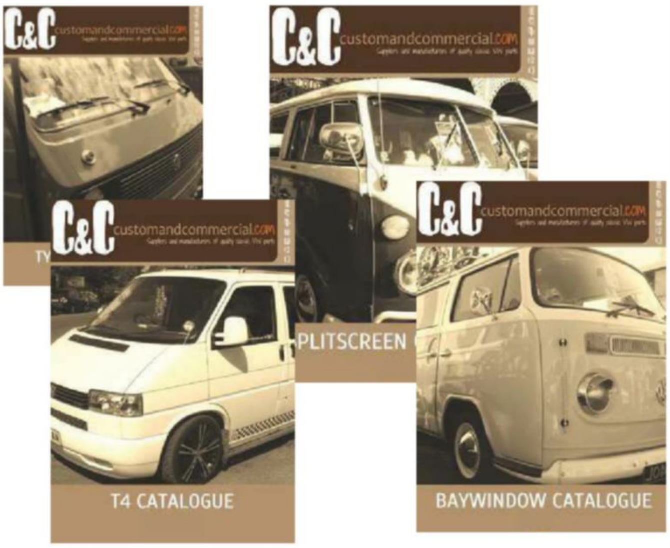

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